

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. X. No. 7.

CHICAGO, ILL., APRIL 10, 1903.

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Irwin, Dudley M., barley.
Waters, Henry D., grain commission.
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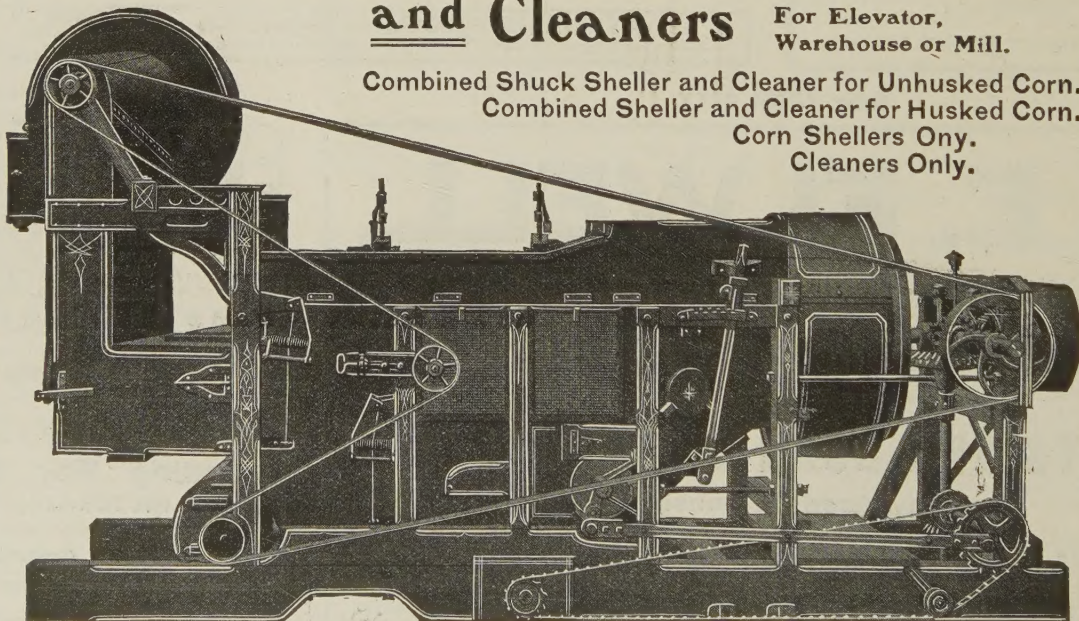
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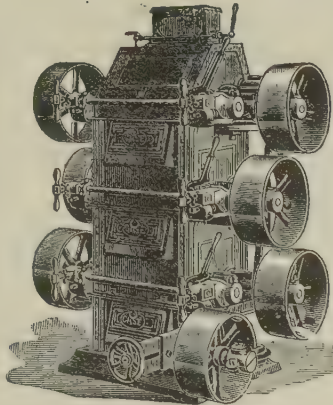
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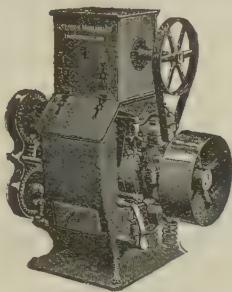
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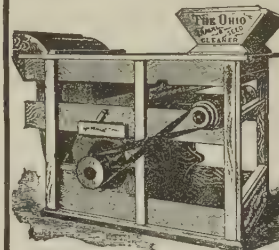
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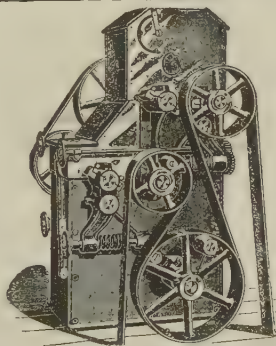
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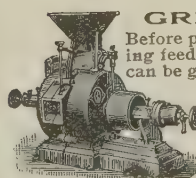
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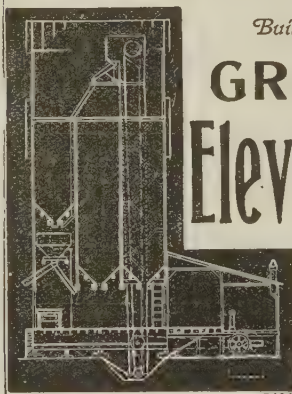
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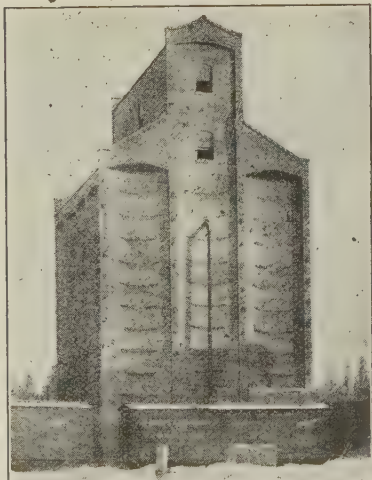
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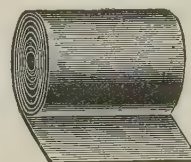
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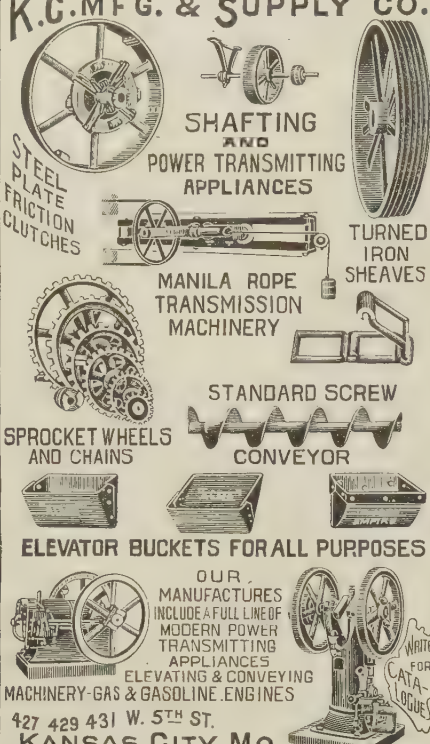
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MANILA ROPE TRANSMISSION MACHINERY

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In STOCK for PROMPT SHIPMENT

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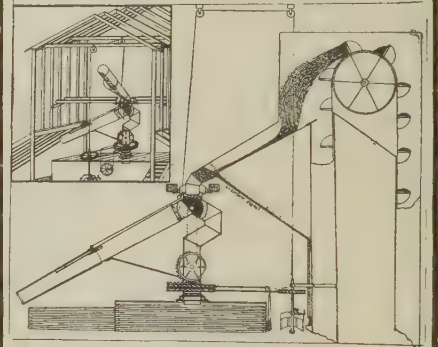
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Stronger, lighter, more durable,
noiseless, runs on same wheels
as the Malleable and the wheels
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SPANGLER'S ROTATABLE GRAIN DISTRIBUTOR

an Automatic Overflow Signal does the work to perfection. It does away with a cupola full of delivery spouts as well as the turnhead. This nearly saves the cost of the machine.



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It Will Pay You (and Us) to get our Prices.
Good Stock, Prompt Shipments, Try Us

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The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



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Always Gives Satisfaction.

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Gentlemen:—About the best recommendation we can give for your loader is, the fact that we paid for it. You may rest assured if it had not proved satisfactory, we would not have paid for it, as we would not have any use for a machine that would not do the work satisfactorily.

Yours truly,

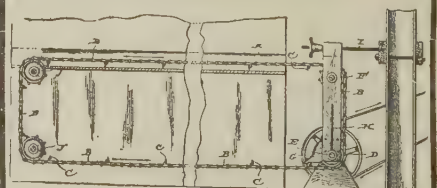
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If you don't want a Car Loader don't send for one of ours on trial for if you do, you will never let it leave your house. When properly installed and operated it always gives satisfaction.

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A. H. RICHNER GRAIN FEEDER

Designer and builder of Grain Elevators, Elevator and Mill Supplies of all kinds.



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Write for 1903 Special Prices. Address.

A. H. RICHNER, Crawfordsville, Ind.

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A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

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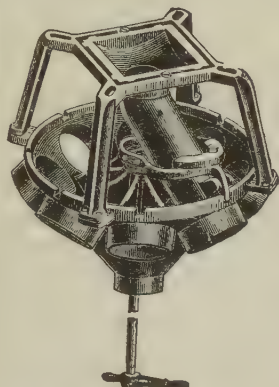
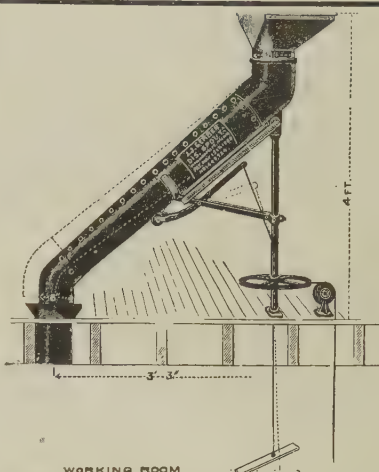
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Improved Distributing Spout, is a winner, and the leading spout on the market to-day. It is simple in construction, durable, and will prevent mixing grain.

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REPAIRS are big items in maintenance of machinery, and shrewd purchasers estimate and calculate them closely. Sheet metal turn spouts with pulleys, levers, cords, sleeves, wheels and other endless paraphernalia need constant repairs and renewals.

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HALL DISTRIBUTOR CO., 222 FIRST NATIONAL BANK BLDG., OMAHA, NEBRASKA.



Flexible Loading Spouts

Are the simplest to erect and the easiest to operate.

No power required; little money.

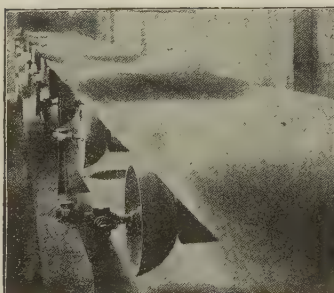
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of all kinds can be obtained at the office of the
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GRAIN TRIPPERS, CAR PULLERS, SPOUTING, BELT CONVEYORS, WAGON DUMPS, SHAFTING, PULLEYS, GEARING, FRICTION CLUTCHES, ROPE SHEAVES, LINK BELTING, SPROCKET WHEELS, Etc.

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The Newest Thing in Pulleys.

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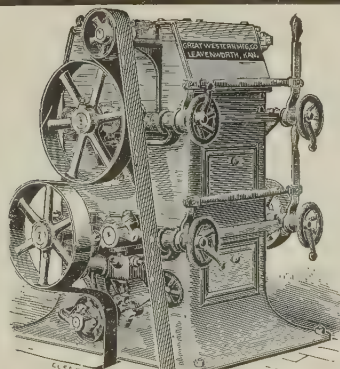
than any Pulley
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Stock orders and car lots a specialty.

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ELEVATOR MACHINERY—SUPPLIES

Our Stock is large and complete.
Can serve you promptly.

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THE Columbus
Gas and Gasoline
Engines.
Simple, effective,
easily started
and adjusted.
Columbus Machine Co.
COLUMBUS, OHIO.
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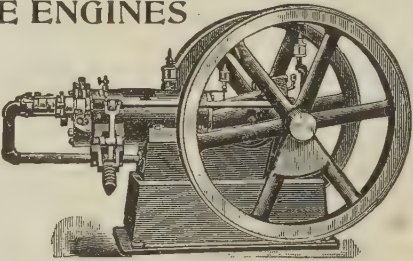


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FOR GRAIN ELEVATORS
From 1 to 30 H. P.
Write for descriptive circular.
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THE CHEAPEST POWER PLANT ON EARTH
Is the Gasoline Engine. Learn something to your advantage about
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HOWE SCALES AND HOWE ENGINES
Can you get anything better?
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INVESTIGATION WILL DETERMINE.
Grain Testers, Grain Scoops, Bag Holders, Car
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Burger Automatic
Gasoline Engines are Perfect
in mechanical construction, so when buying one
for your elevator don't stop short of the best.
Write us today.
WOOLLEY FOUNDRY AND MACHINE CO.
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THOMPSON-LEWIS GAS ENGINE

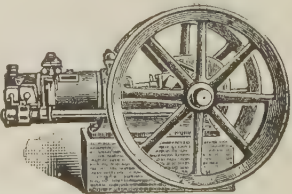


10 years on the market. Used on 22
leading railroad systems. Doing
service in 26 water works plants.
Specially adapted for elevator work.
Send for catalogue and prices.

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There will probably be more Grain Elevators built this year than
during any previous year. This means
that more *Otto Gasoline Engines* will be
used this season than ever before. Buy-
ers are learning by experience. One big
operator writes, "We are using three dif-
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THE OTTO GAS ENGINE WORKS
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CONFUSED and exasperated
by the many valves and
working parts which wear out
and get out of order, is not a
condition ever experienced by
the operator of a

Cook Gasoline Engine.

It is simplicity itself, and is so
well made that repairs are not
necessary.

Write for Illustrated Catalog.

COOK MFG. CO.
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LAMBERT
Gas or Gasoline
Is the reliable engine.
No long shut-down for
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mical. Easy to regulate
speed. Strong guarantee.
Agents wanted. Write for catalog.
LAMBERT GAS & GASOLINE ENGINE CO., Anderson, Ind.

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Operators of gasoline engines who encounter
difficulties in the care or operation of gas and
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books of great assistance.

THE PRACTICAL GAS ENGINEER,
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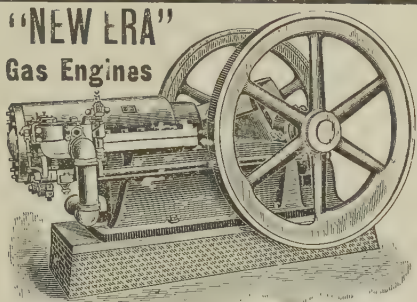
THE GAS AND GASOLINE ENGINE,
by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,
by E. W. Roberts, Price, \$1.50.
For any of the above address,

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'NEW ERA' Gas Engines

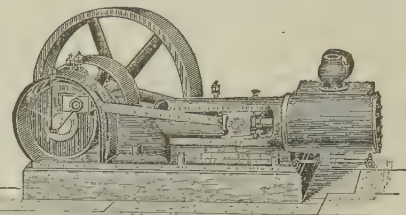


For Gas or Gasoline. Sizes 5 to 80 H. P.
NEW ERA IRON WORKS,
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Mill and Elevator Machinery
and Supplies, Brownell
Engines and Boilers,
**COLUMBUS
GAS AND GASOLINE
ENGINES.**

Address Machinery Department

BRADLEY, ALDERSON & CO., - - - **Kansas City, Mo.**

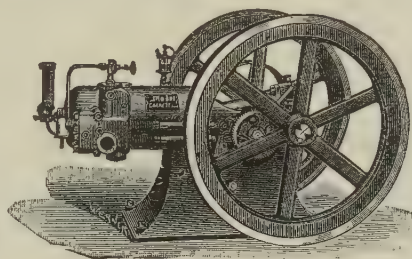


THE MODEL GASOLINE ENGINES

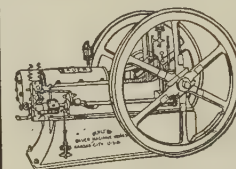
Are adapted for use on either gas, gasoline or ordinary kerosene oil. They are simpler in construction, therefore less likely to get out of order than any other. Write for catalog and prices.

MODEL GAS ENGINE CO.,
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Marseilles Mfg. Co. Western General Sales Agents, Marseilles and Peoria, Ill., Council Bluffs, and Cedar Rapids, Iowa, and Kansas City, Mo.



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Are perfectly adapted to the needs of grain elevator men. Write for description. Other engines taken in exchange. (Send for list of rebuilt second-hand engines.)

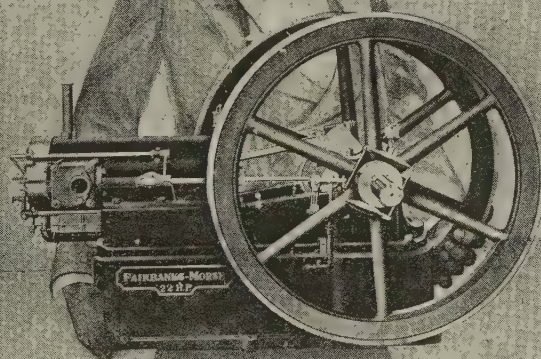
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GAS AND GASOLINE ENGINES

STATIONARY
PORTABLE and
MARINE

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**TWO GREATEST POWERS
ON EARTH**

Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

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The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS WANTED.

WANT to buy elevator in good town; prefer central Ill. C. I., box 10, care Grain Dealers Journal, Chicago.

ELEVATOR wanted to rent with view of buying if situation is satisfactory. Address, O. W. Crabbs, Muncie, Ind.

WANTED—You to list your elevators for sale in Iowa and Illinois. Have cash buyers. Aaron Smick, Decatur, Ill.

ELEVATOR wanted to rent with option of buying if satisfactory. Address B. P., Box 6, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in central or western Indiana. Will pay cash. Give full particulars in first letter. Frankfort Grain Co., Frankfort, Ind.

ELEVATOR Wanted to rent with privilege of buying at expiration of lease. Address C. N. P., Box 7, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED—Several in Iowa and Illinois; give particulars, capacity, etc. Address F. E. G., Box 7, Care Grain Dealers Journal, Chicago, Ill.

WANTED—An elevator in western Indiana, 10,000 to 30,000 capacity, handling from 100,000 to 300,000 annually; up-to-date house. Henry Orr, Matthews, Ind.

ELEVATORS WANTED.

ELEVATOR WANTED, to rent or lease, with privilege of buying—small capacity in good corn belt. Give description. Address L. H. Bruns, 47 Holt St., Dayton, Ohio.

UP-TO-DATE Elevator wanted for cash in good town. Large territory in good grain section. Illinois preferred. Address Good, Box 6, Grain Dealers Journal, Chicago, Ill.

CASH FOR ELEVATOR in some good country town, west of Missouri River preferred. Not less than 150 cars per year. Corn and oats country preferred. M. D., Box 7, Care Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

FOR SALE—10-ton second-hand Fairbanks Scale. Hassler Bros., Louisiana, Mo.

HOWE HOPPER Scale for sale; two pair of 700 bus. each, but little used. Guaranteed to be in first-class condition. William T. Kemper Elevator Co., Kansas City, Mo.

SCALES for sale—One Champion, new, 5-ton, double beam; one 6-ton new scale made after the Fairbanks pattern. Also all sizes Musgrave's Improved Farm Scales. The Musgrave Co., Mfrs., Des Moines, Ia.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

GOOD SAFE Wanted, second-hand, must be cheap; name size, condition and make. J. W. Guthridge, Cambria, Ind.

HORSE POWER wanted—1-h. p., for running small country elevator. Address, R. & C., Box 7, Care Grain Dealers Journal, Chicago, Ill.

GRAIN TEST Separators. For cleaning samples of wheat to ascertain the dockage. Address Dubuque Turbine & Roller Mill Co., Dubuque, Ia.

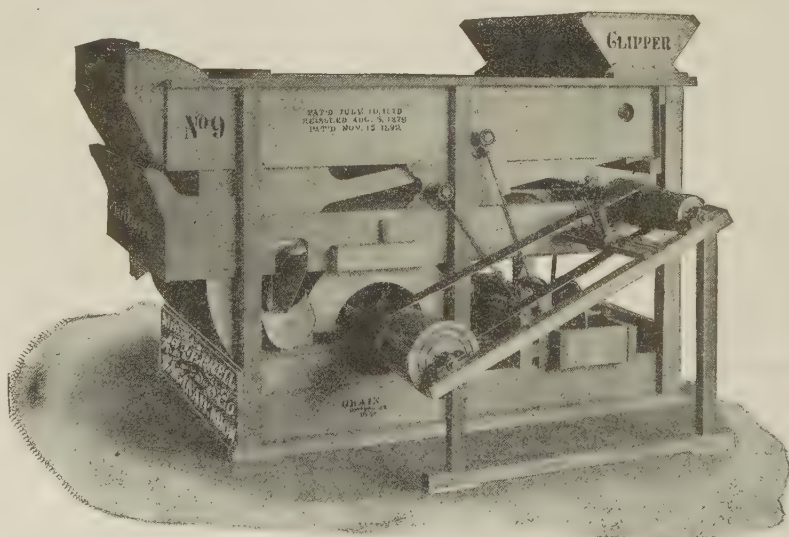
RUBBER BELTING wanted—140 to 150 feet of second-hand 14 to 15-inch, 3 or 4 ply, with or without buckets. Must be in good condition at reasonable price. Address Lock Box 713, Harlan, Iowa.

BEING SPECIALISTS in handling corn as agents and brokers we should like to represent some large exporting house for corn and wheat. Address Cohn & Haurwitz, Hamburg, Germany.

INCREASED CAPITAL WANTED—An old established grain firm doing a good station business in Kansas and Mo. desires to increase capital stock \$20,000 or \$30,000 and furnish position as book-keeper and traveling manager of station agents, to one or two parties. Best of reference given and required. Address Earl, Box 5, Care Grain Dealers Journal, Chicago, Ill.

THE CLIPPER GRAIN CLEANERS

Prices Remain Firm.



WE ARE NOT THE GRAIN CLEANER COMBINATION THAT HAS BEEN FORMED TO ADVANCE PRICES. We are making our Cleaners better than ever and incorporating new improvements WITH NO ADVANCE IN PRICES.

Our CLEANERS are quickly and easily installed and simple to operate. *We do not have to send an expensive mechanic to set up and start them running and add his bill to the price of the machine!*

The CLIPPER is used in thousands of local elevators all over the country. There is no other Cleaner of medium price and good capacity that is so well adapted to this class of work.

Our CLEANERS require but one-fourth the power of a suction Cleaner of equal capacity and will do a far greater variety of work. We have the only successful combination Cleaner on the market, and we guarantee satisfaction.

Write for catalog and SAMPLE PLATE OF PERFORATIONS. You will find the latter useful, whether you wish to buy a cleaner or not.

A. T. Ferrell & Co., Saginaw, Mich.

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ELEVATORS FOR SALE.

A GOOD 30,000-bu. elevator for sale in good southern Minnesota town; good trade. Address Lock Box 220, Kenyon, Minn.

SEVEN ELEVATORS for sale, located in Western Indiana in the corn belt. Write quick. Scott & Kirk, Oxford, Ind.

ELEVATOR for sale at a 1,000,000-bu. point in Kay Co., Oklahoma. For particulars address, Lock Box 265, Ponca City, O. T.

FARMERS' Elevator in southern Minnesota on the C., St. Paul, M. & Omaha Ry., for sale. A. Bornemann, Sec., St. Peter, Minn.

KANSAS ELEVATOR in good wheat and corn country on U. P. Address M. L. M., Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in good grain country; 25,000 capacity; in fine repair; can be bought reasonable. A Hoelker, Halbur, Iowa.

WAREHOUSE for sale; capacity ten thousand bus.; fifty-seven acres of land; dwelling house and barn. H. C. Maxon, Humbird, Wis.

FOUR elevators for sale in Indiana, one in Ohio and four in Illinois. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR and RESIDENCE for sale in good grain producing country. Prospects for crops never better than at present. For price and particulars, address R. H. Nunn, Anson, Kan.

GOOD ELEVATOR, Banking and lumber business for sale in the corn belt of Illinois. Will sell the elevator separate or all together. Address R. E. D., Box 6, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR, hay barn and residence for sale in best grain producing section of Wisconsin; sold together or separate. Reasons for selling, old age and poor health. Address Lock Box 698, Tomah, Wis.

SITE for MILL and Elevator for sale, grain territory 10 to 25 miles. No competition, good town, water and electric lights. Flouring mill and elevator burned. Address M. T. Barrett, Bainbridge, Ohio.

NEW, Ohio 22,000-bu. elevator, steam power and iron clad, together with implement and livestock business will be sold for good reason. Will make price right if sold soon. Address Coal, Box 3, care Grain Dealers Journal, Chicago.

TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

ELEVATOR For Sale, 10,000 bus. capacity, with a Fairbanks, Morse & Co. gasoline engine and one of their best steel frame scales. Is located at Darr, Neb., on the U. P. R. R., in a good winter wheat and corn territory. Large acreage of winter wheat put out last fall. For further particulars, address, J. French, Smithfield, Neb.

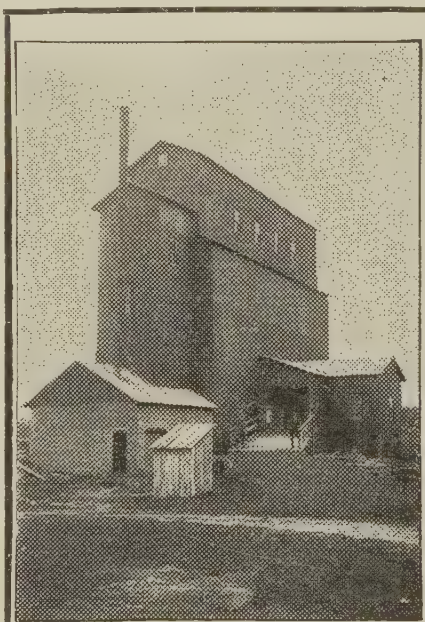
ELEVATORS FOR SALE.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

FOR SALE—A 35,000-bu. capacity elevator, 500-bu. hopper scale, 18-h. p. gasoline engine, 2 dumps, corn sheller and cleaner. Nearly new. Price \$10,000.00 cash. In an average year ships 200 cars. One of the best grain points in western Iowa. Address, Day, Box 4, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR for SALE in the corn belt of McLean Co., Ill., on L. E. & W. R. R. Elevator well equipped. House cribbed, modern and in first class condition. Capacity 20,000 bus.; 200-car business. Also for sale 1/2 interest in stock of general mdse. and store building, 9-room residence and 6 acres of land. Good opening for some one. If you mean business write for particulars. Address 444, Box 7, care Grain Dealers Journal, Chicago, Ill.



The above new, up-to-date elevator for sale. Price, \$12,000.00; one-half cash, balance \$1,000.00 per year. Located in a Northeastern Indiana city, population 2,500. No competition. Elevator contains all improved machinery. Capacity 30,000 bushels. It is situated in center of the city. Handles flour and feed.

Address DAB, Box 7, care of Grain Dealers Journal, Chicago Ill.

ELEVATORS FOR SALE.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR in Minnesota for sale, 10,000-bu., with scales, cleaners, shellers and steam engines; crib and feed business; also live-stock business. Handling an average of 80,000 bus. on fair margin. Address, J. J., Box 7, care Grain Dealers Journal, Chicago, Ill.

GRAIN, coal and lumber business for sale in Illinois, shipping from 100 to 150 cars a year. Capacity elevator 11,000 bushels; has cleaner, sheller and feed mill; run by a 10-h. p. gasoline engine. Wish to sell my residence also. Address Crane, 72 Traders Bldg., Chicago, Ill.

ELEVATOR and feed mill for sale, in one of the best towns of the Arkansas Valley. Storage capacity of elevator 8,000 bushels, of feed mill three carloads. Plant is equipped for doing a wholesale business. All machinery in first-class shape. For price, write G. W. Cooter, Hutchinson, Kansas.

ELEVATOR for sale; 40,000 bu. capacity; cribbed construction, 2 stands of elevators, 3 dumps, steam power, steel roof; about three acres of land. The only elevator at the point; handles about 350,000 bus. a year. Price \$13,000. Best of reasons for selling. Address W. H., Box 7, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR and coal business for sale, also implement stock is party wants it. New house, built in 1902, 30,000 bus. capacity; Fairbanks Gasoline Engine, 22-h. p.; sheller, cleaner and hopper scales. Located on Wabash R. R. in one of the best grain counties in Illinois. Town of 1,000 inhabitants. Stations handles 300,000 to 400,000 bus. annually; one other house; no fighting. Address J. C., Box 7, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR and COLD storage warehouse for sale, new and up-to-date. Capacity of elevator 15,000 bus.; roller feed mill and 25-h. p. gasoline engine. Situated in best farming country of Michigan. Average wheat yield 40 to 50 bus. per acre; also excellent hay country. An elegant chance for good elevator man. Price \$10,000. Reason for selling, other business interests. Address Michigan, Box 7, care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good local and transit transfer and cleaning elevator, about 25,000 bu. capacity; 60,000-lb. hopper scale; power unloading scoop; cleaning and scouring machine; good mixing arrangement; large feed and corn meal rolls; 75-horse power steam engine; wagon scales; wagon dump; good track room for cars; coal bins. Good local trade in coal and feed. Best grain section of Kansas. Best of reasons for selling. Price \$6,650. Address Excel, Box 5, care Grain Dealers Journal, Chicago, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertising in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

TO EXCHANGE—Two 6-h. p. gas engines for a 14-h. p. Write I. Bird & Co., Moorland, Ia.

STEAM ENGINE, 35-h. p., for sale; also 60-h. p. boiler. A. J. Poor Grain Co., Kansas City, Mo.

FOR SALE—Twenty-one h. p. actual power Otto Gas Engine. Good order. Address, Wisner & Co., Memphis, Tenn.

GASOLINE ENGINE, second-hand, 6-h. p., for sale. Outfit in very fine order. \$110.00. Address Box 384, Emerson, Neb.

GASOLINE ENGINE, 65-h. p., in good condition, as good as new, for sale cheap. John H. Boyd Land Co., Crookston, Minn.

ONE VILTER ENGINE, 14x36; one Twin Cooper Corliss Condensing, 16x12, for sale. Mertes Machinery Co., Milwaukee, Wis.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Refiner Elevator Works, Kansas City, Mo.

GASOLINE engines for sale: 14-16-h. p. Dayton; 16-h. p. Case; 10 5-h. p. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

OTTO Gas engine for sale; second-hand; 17-horse power; for \$200.00 cash. Engine can be converted to use gasoline. The T. S. Gilliland Grain Co., Van Wert, Ohio.

Ten and 12 h. p. Otto, 12 and 20 h. p. Lewis and 16-h. p. Fairbanks Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

FOR SALE—One 11x18 Russell Automatic Engine; one 12x20 box bed slide valve engine; one 60x16 tubular boiler; all in good condition; prices right. Address, Pittsburg Steel Shafting Co., Toledo, Ohio.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

WE HAVE for sale one 10x12 Brownell Center Crank Throttling Governor Engine, 48-inch balance and band wheels. Engine complete. Price \$150. For particulars address Herbert Edwards, Leipsic, Ohio, or the Pittsburg Steel Shafting Co., Toledo, Ohio.

FOR SALE—Second-hand gasoline engines, 1 to 50 h. p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ONE 4-h. p. Otto; one 10-h. p. Otto; one 12-h. p. Lambert; one 22-h. p. Fairbanks; one 54-h. p. Fairbanks; one 20-h. p. New Era; one 26-h. p. New Era; one 35-h. p. New Era; one 60-h. p. New Era. I buy, sell or exchange. J. Montgomery Johnston, 22-24 South Canal St., Chicago, Ill.

ENGINES FOR SALE.

ENGINE FOR SALE—Four-valve, 10x20. Address, F. A. McKenzie, Quincy, Mich.

ATLAS ENGINE, 35-h. p., for sale; in first-class shape; replaced by larger engine in light plant and tile mill. For further particulars, address E. Baumgartner, Cissna Park, Ill.

MISCELLANEOUS FOR SALE.

HOUSE and three lots on corner in residence district of Tipton, Ia., at a bargain. Address John R. Wampler, Tipton, Ia.

ECONOMIC PORTABLE BOILER for sale, 30-h. p., in good order, now carrying 80 lbs. pressure. Address P. O. Box 501, Toledo, Ohio.

WANTED—To trade equity in a fine 550-acre, well-improved farm, four miles from Waterloo, Ia., for elevators in Western Iowa. L. N. Crill, Elk Point, S. D.

GASOLINE engine owners who have had trouble with lubrication can learn how to forget it by addressing The Automatic Lubricator Co., 1105 Caxton Bldg., Chicago.

MANSFIELD TUBULAR BOILERS—Two 16x14, for sale, 56—3½-in. tubes, full square fronts and all fittings. Price very low. Address United Supply Co., Toledo, Ohio.

FOR SALE—One 20-h. p. Wagner Alternating Current Motor. Only been in use a short time, good as new. For price, address, Williamson, Blocker & Miller, Honey Grove, Tex.

BELTING For Sale cheap; 30-foot, 9-in., 4-ply rubber belt; cups 5x8, attached, with legs, boot, top and bottom pulleys; also one 10-foot flexible grain spout. Murray & McIntosh, New Waverly, Ind.

WHOLESALE and RETAIL grain and flour business for sale. Established 50 years. Located on leading wholesale business street of the city. Main building is 40x75 ft., four stories high, to which is connected a mill and elevator building eight stories high. This contains a 75-h. p. engine and boiler, two grist mills, hopper scales, bins, elevator, etc. These mills have a capacity of a thousand bushels a day and the bins will hold from twenty to twenty-five thousand bushels. Private switch on tracks of N. Y., N. H. & H. R. R., a storehouse and wharf on water front, all being part of the property. The plant controls the largest wholesale and retail grain and flour business in city. Its facilities for the receipt and handling of both rail and water shipments are of the best. An ordinary car can be emptied, weighed and put into any bin in the building in less than an hour. Reason for selling, owner wishes to permanently retire from business. A. A. Beckwith, Norwich, Conn.

MACHINES WANTED.

CORN CLEANER with capacity of 400 bus. or better, wanted. Address Box E, No. 326, Galveston, Ind.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

GRAIN AND SEED FOR SALE.

SUPERIOR Field Seeds all kinds. The Nebraska Seed Co., Omaha, Neb.

SOJA or soy beans for sale, car lots and less. Wm. G. Scarlett & Co., Baltimore, Md.

REID'S Yellow Dent and Boon County White Seed Corn for sale in car loads or less. La Rose Grain Co., La Rose, Ill.

POP CORN, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o. b. here. Address A. C. Davis, Conklin, Mich.

SEED CORN for sale. Highest award at Indiana and Illinois state fairs, 1902. Write for circular and price list. L. B. Clore, Franklin, Ind.

FOR SALE—Cane seed, 5 cars; kaffir corn, 2; millet, 1. Make cash offer track here on A. T. S. F. R. Address E. D. Runnalls, Longford, Kan.

COW PEAS, SOJA BEANS and CRIMSON Clover Seed in car lots or less quantities. Write for prices. T. W. Wood & Sons, Richmond, Va.

CLOVER, timothy, millet, blue grass, red top, pop corn, field peas, seed corn, etc. Buyers or sellers please write The Illinois Seed Co., 236 Johnson st., Chicago, Ill.

GERMAN MILLET, Sorghum Seed, Kaffir Corn, Alfalfa and a full line of Grass Seeds. J. G. Peppard, 1117 W. 8th st., near Santa Fe st., Kansas City, Mo.

SEED CORN OFFERED. Car lots or less. Carefully hand picked, tips removed by hand, milled and cleaned. All of high germinating quality. Early varieties for the north. If in the market, write us. A. A. Berry Seed Co., Box 105, Clarinda, Iowa.

FOR SALE—Fine line of farm, grass and garden seed, early corn, oats, kaffir corn, cane penicillaria, speltz, cow peas, rape, thousand-headed kale, blue grass, bromus inermis, clover, timothy, permanent pasture mixtures, vegetable and flower seeds, garden tools, poultry supplies, berry boxes and baskets. Write for our catalog and prices. A. A. Berry Seed Co., Box 105 Clarinda, Ia.

GRAIN WANTED.

WANTED—RYE—20,000 bus. of No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

MILLET Wanted in car load lots or less. If any to offer send samples and quote price. A. A. Berry Seed Co., Box 105, Clarinda, Iowa.

SWEET CORN wanted, late varieties especially. If any to offer of this kind, send sample in envelope and we will make you good price f.o.b., your station. Address, A. A. Berry Seed Co., Box 105, Clarinda, Ia.

ENGINES WANTED

GASOLINE Engine, 15-h. p., wanted; will exchange a 40-h. p. Automatic Engine and 50-h. p. boiler for same. Address H. R. S., Box 6, care Grain Dealers Journal, Chicago, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

BY GRAIN man of 22 years' experience. Landon Mapes, Jacksonville, Ill.

WANTED position as grain buyer in elevator or on the road. Had 6 years' experience; reference; married; and not afraid of work. Address Box 955, Corn- ing, Ia.

POSITION wanted as general agent for line of elevators. Have had ten years of experience in managing line elevators. Address H, Box 7, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager or buyer in an elevator in Neb. or Kans. Best of references furnished on application. Address C. A. B., Box 7, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

POSITION—With good firm as buyer or manager of grain business. Would take an interest with right party. Have 12 years' experience. Will give best of references. Address P, Box 5, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted by young man of 36; married; speaks German; good judge of grain; can handle steam and gasoline engines. Best references given; seven years in last place. Address Fred Leu, P. O. Box 47, Keystone, Genton Co.

POSITION wanted as manager of an elevator, line of elevators, or as traveling solicitor. Have had 5 years' experience in the grain business; good D. E. book-keeper; can give first class references. Address M. S. McClintick, Easton, Ill.

POSITION wanted as manager of grain business, with opportunity to secure interest. Have had six years' experience in large country elevator, with full charge of buying and selling. Address Lat, Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION Wanted—Young man, age 31, five years exp., three mgr., country elevator, desires position with large grain and seed firm, or elevator. Place where integrity, honesty and loyalty to employer's interests appreciated. Operate telegraph, also typewriter. S. E. T., Box 7, Care Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—A good, steady man to work in elevator and lumber yard, married man preferred; must have experience; state wages wanted for year. Kitchels Elevator Co., Kitchel, Ind.

GOOD ALL AROUND man wanted to run a grain elevator, lumber, live stock and hardware business, at a small station in Iowa; man who speaks German preferred. The Edmonds-Londergan Co., Marcus, Ia.

MAN of practical experience in elevator work wanted. One who can do all repair work and thoroughly understands elevator machinery. Married man. Good wages to right party. None but competent persons need apply. Address Ross & Ross, Chalmers, Indiana.

MILLS FOR SALE.

BEST MILLING, feed and coal business in McHenry Co.; mill earning \$15 to \$35 per day; about \$8,000 required; don't delay. Box 4, Nunda, Ill.

FLOUR MILL, elevator and electric light plant, located at Sanborn, Ia.; for sale or trade for good land. John H. Boyd Land Co., Crookston, Minn.

FLOUR mill in western part of Wisconsin; good trade and fuel is cheap. Mill in good condition. Must be sold. Address Wisconsin, Box, 3, Grain Dealers Journal, Chicago.

OAT MEAL MILL for sale with all the latest improved machinery. Capacity 150 bbls. Farm land will be taken in exchange. Address A. F., Box 6, care Grain Dealers Journal, Chicago, Ill.

FULL ROLLER MILL, 75-bbl. with 15,000 bus. storage capacity, elevator running steadily, in good grain section of Ohio, to trade for 200 acres, more or less, of a good improved farm in Ohio. Address G. H., Box 7, Care Grain Dealers Journal, Chicago, Ill.

FLOUR MILL, 60-bbl., and elevator for sale; in best grain country in central Indiana; 8,000-bu. corn crib, 8,000 bus. bin room; 250,000-bu. point in town of 1,500 population on Big Four. Very best reasons for wanting to sell. Address J. W. H., Box 7, Care Grain Dealers Journal, Chicago, Ill.

FOR SALE—Corn mill; one double stand rolls for meal; one large size Bowsher Feed Mill; one Marseilles Dustless Corn Sheller; one meal bolt; storage for about 5,000 bus. corn; wagon scales; 35-horse power steam engine using natural gas for fuel at low price. Southern Kansas town 6,000 population; two men operates; profits \$2,000 to \$3,000 yearly. Price \$3,500. Write for particulars. Address Eclipse Box 5, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White Cedar Rapids, Ia.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

DICKEY CLEANER No. 2 for sale. Nearly new. Knocked down. W. B. Cummins, Ransom, Ill.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

ONE WESTERN SHELLER No. 2 for sale and one No. 2 Invincible Wheat Cleaner. Horner & Co., Lawrenceville, Ill.

INVINCIBLE Oat Clipper, capacity 500 to 600 bushels per hour, good as new, for sale. A. H. Richner, Crawfordsville, Ind.

WEBSTER CAR PULLER and two Clark Power Shovels for sale; complete, in first class condition. Wisner & Co., Memphis, Tenn.

EUREKA Oat Clipper No. 5 and Eureka Cleaner No. 3, for sale cheap. Used one season. In good condition. Address, Kersten & Smiley, Plainfield, Ill.

FOR BARGAINS in second-hand machinery write for Circular No. 16; new list of machines at cut prices. A. S. Garman & Sons, Akron, Ohio.

MARSEILLES PORTABLE SHELLER in good condition for sale at a bargain. Address Indiana, Box 6, care Grain Dealers Journal, Chicago, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

TWO FEED GRINDERS for sale, nearly new and in good shape, will grind all kinds of grain. One, a Cogswell Feed Mill, cost new \$300 net. Will sell at a bargain. H. C. Clark, Lebanon, Ind.

EUREKA SEPARATING and close scouring machine No. 5 for sale, capacity 250 bus. per hr.; also flax, wheat and seed separator, capacity 150 bus. per hr.; both machines in excellent condition. Pulleys, shaftings, wire cable shives, set 7-8 rope drive shives with tightner complete. Write for particulars. A. G. Hahn, Aberdeen, S. D.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus.

State.....



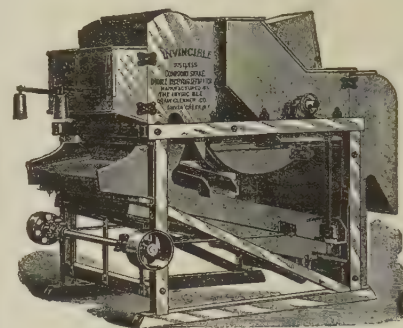
**PERFORATED METAL
FOR
GRAIN CLEANERS**
THE ROBERT AITCHISON PERFORATED METAL CO.
505 305 DEARBORN ST. CHICAGO, ILL.



COVER'S Dust Protectors.
Rubber Protectors, - - \$2.00
Metal " - - 1.50
Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
153 Paris St., South Bend, Ind.

INVINCIBLE

Compound-Shake Dustless, Double
RECEIVING SEPARATOR
(Eleven Sizes)



Meets every requirement of the elevator and warehouse man.
Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

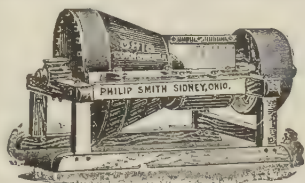
Invincible Grain Cleaner Company

Invincible Works,

SILVER CREEK. - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
J. N. Bacon, Balchne Block, Indianapolis, Ind.



No "Shell Game"

Can clean one out of ear corn so quickly, so neatly and completely as

The OHIO Corn Sheller

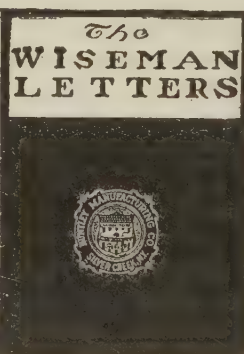
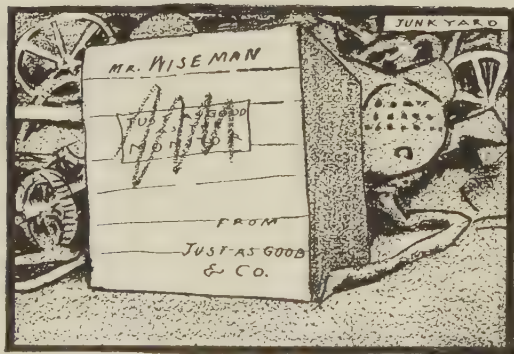
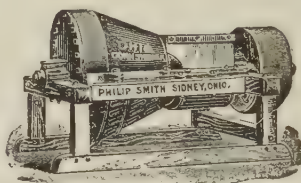
CLEANS CORN FROM THE COBS

It plays "the game" with a chilled iron cylinder, fully balanced and cast on the shaft.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

**PHILIP SMITH,
SIDNEY, OHIO**

Can tell you how his machine does "the trick." Ask him.



In the Junk Yard

My Dear John:

As I sit here I can see into our junk yard, and there is an instructive sight for any miller or elevator man who wants to buy Grain Cleaning Machinery.

Right on top of a heap of old barrels, old iron, and the refuse of worn out and discarded things, lies

the machine that Just-as-Good & Co. sold me over a year ago—with its guarantee pinned to it.

That is an eloquent monument to my credulity, and to their man, Sam Slick's smartness.

That monument cost me \$200 and the Monitor machine that took its place cost \$250 and does 135% more work than I could ever coax the old machine into doing.

Then that monument in the junk yard is a never-to-be-forgotten argument against the cheaper-than machine.

Yours hastily,

WISEMAN.

The Huntley Manufacturing Co.

The Best Grain Cleaning Machinery for Mills and Elevators
THE MONITOR WORKS
SILVER CREEK, N. Y.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

BY THE

GRAIN DEALERS COMPANY

255 La Salle Street,

CHICAGO, ILL.

CHARLES S. CLARK, Manager.

Subscription Rates.

One dollar per year; Sixty cents for six months, invariably in advance. Fifteen cents must be added for exchange when sending local checks. Single copies ten cents.

To Foreign Countries within the Postal Union, postage prepaid, two dollars per year.

To city subscribers outside carrier limits, \$1.50.

Advertising Rates:

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., APRIL 10, 1903.

READ "Asked and Answered" department, then send us your opinion for the benefit of regular dealers.

STANDARD OATS seems to be a very unpopular grade. For some reason the quantity in store is very small.

WISCONSIN dealers will be the next to get in line. They have already sacrificed too much to old-time methods.

NEW ELEVATORS both at terminal and interior points in an unusual number are now talked of, and should one-half the reports prove true the year 1903 will be pointed to as one of the banner years in the elevator building business.

HOT CORN is causing a world of trouble for western shippers as well as eastern buyers. If the shipper would provide a modern drier and get enuf off-grade grain to keep it working he will find it a very profitable investment.

DAMP corn is being refused by some country buyers, who are strong enuf to stand up against a wrong. It is hard to require a farmer to haul corn back to the farm, but this or heavy losses will be necessary until modern driers are installed.

MINNESOTA, like other states, has been seeking relief from bucket-shop swindlers who pose as commission men, but the friends of reform did not reckon with the obtuseness or perversity of the members of the state legislature, who in hope of convincing the members of the Minneapolis Commercial Exchange that they knew a thing or two, turned down

Mr. Gjertsen's anti-bucket-shop bill and decided to investigate the Minneapolis Chamber of Commerce.

STUDYING corn at the Iowa meeting proved intensely interesting to the dealers and their farmer friends, and no doubt the association's departure in this part of the program will result in much direct benefit to its members and the people of the state.

NAVIGATION has at last opened and the condition of the country's shipping facilities is somewhat relieved. This is not, however, due to the opening of navigation. The decline in prices and the expensive experiences of shippers who have lost heavily as the result of hot grain have placed a tight check on shipments.

THE Interstate Commerce Commission, which at intervals during recent months has been investigating western railroads in hope of finding some cause for their advancing grain rates last winter, has commenced proceedings involving the legality of their rates. It will surely be interesting to know how the freight men can justify the unwarranted advance.

THE INDIANA GRAIN COMPANY, which bid so much more for grain than it was necessary to pay to obtain it in central markets, seems to have retired from business, at least temporarily. That it will soon reappear at some other point and under a different name is to be expected, but the shippers who bit the game and were caught, are not likely to be caught again.

CARS are more plentiful, but prices are not at a figure which give shipper palpitations of joy over the thought of selling the grain he bot last winter at a higher figure, and then neither sold nor hedged for fear of never getting cars. Carriers may have regretted most sincerely their inability to move all the freight offered, but only because of the business lost, not on account of the heavy financial losses suffered by would-be shippers.

NEBRASKA agitators who have been working for the past two months for many varieties of schemes designed primarily to undermine the business of the regular grain dealers of that state finally succeeded in getting the so-called Ramsey bill thru both houses and before the governor. The law provides that sites shall be given to those applying to railroad companies, but also provides that no warehouse site shall be granted for an elevator of less than \$3,000 value. Altho the new law has a semblance to other laws it is said to be unconstitutional, because the body of the bill was amended without changing the title, which is in direct violation of the constitution of the state. The legislature has adjourned, so the trade has nothing to fear.

TURKEY HARD WHEAT is being pushed forward by the Kansas Grain Dealers Association for recognition by the grain inspection departments of the different grain centers, and rightly so. The production of Kansas Turkey Hard wheat during recent years has increased so much as to warrant the provision of special grades for the grain to enable shipments to be properly classified. Such provision by any market will surely facilitate business and encourage shipments from the Sunflower state.

KANSAS' chief agitator, Jim Butler, has again been thrown down by another farmers' elevator company, which has refused point blank to have anything to do with Mr. Butler or his many co-operative schemes. Mr. Butler's following has diminished so rapidly, that the time is near at hand when he will have no supporters. He is meeting with the natural and most certain fate which awaits most every agitator who agitates the farmers for the purpose of working them. Schemers may be able to fool them for a time, but they are not slow in learning by experience what is the true purpose of the game they are induced to join.

GRAIN DEALERS everywhere will be pleased to know that the Senate Committee of the Illinois Legislature has stripped the civil service bill of all its weakening amendments and reported it favorably to the upper house. If the bill becomes a law, as introduced, it will go far towards improving the service rendered the grain trade by the grain inspection department of Illinois, which for several years past has been used as a cat's paw by the politicians. Members of the trade who have friends at court or any influence with the Illinois State Legislature should be quick to use it and insist upon the passage of the bill as originally introduced.

BUCKET-SHOPS have found another friend in a St. Louis court which has proved its inability to distinguish between a bucket-shop and a commercial exchange by declaring that 90 per cent of the transactions on the Chicago Board of Trade are mere gambling deals. No business has yet been discovered which is entirely free from speculation, even the ministers of the gospel find considerable speculation in their own calling. It is not possible for every member of the grain trade to eliminate entirely the element of speculation in his own business, but many succeed in doing so by hedging against their purchases of cash grain at country points on the Chicago Board of Trade. The pit traders relieve the cash grain dealer from this burden, and thus make it possible for him to insure a profit. If it were impossible for the cash dealer so to conduct his business as

to be certain of a small margin, the margin of profit on which the cash business is usually conducted, would drive all into bankruptcy in a short time. The members of the Chicago Board of Trade do deal in actual grain and never buy or sell, but what they stand ready to deliver or accept the real grain when the day of delivery arrives. The bucket-shop keeper, on the other hand, does not need to know corn from millet, for he never handles any commodities, but bets on what the price will be, never making a delivery and never expecting to. It is sincerely to be regretted that the general public and especially the courts, which are in a measure educators of the public, so frequently confuse the legitimate with the illegitimate. The trouble is, of course, that they depend entirely too much on hearsay evidence. Actual experience in bucket-shops and commercial exchanges would clear their minds of misunderstandings.

RECIPROCAL demurrage charges have been provided for in so many bills introduced in the different state legislatures this winter, that it would seem certain the carriers will be unable to stop the agitation for this equitable legislation, altho they may prevent the passage of any bill by legislatures now in session. One of the best bills introduced in the Illinois legislature is Senate bill No. 231, which provides for the payment of \$1 per car for every 24 hours' delay in loading or unloading in excess of 48 hours. The charge for same can be added to the freight charges and paid by consignee. The carrier is given a lien on the property for the demurrage charge. Should carrier fail to furnish cars within 48 hours of time ordered, then it must pay a demurrage charge of \$2 per car for every 24 hours excess delay. If it fails to transfer freight at least at the average rate of 75 miles for each 24 hours, then it must also pay \$1 for each 24 hours delay. Grain shippers of Illinois who have been wishing for reciprocal demurrage these many years can secure it now by a little work. If the bill is not given attention quickly, however, its chances for becoming a law are very slim.

PRIVILEGES are receiving more than passing attention from the members of the Chicago Board of Trade, who are watching a bill pending before the state legislature. The conservative members insist, and with considerable show of reason, that the Board should be completely divorced from every transaction which will bring it into disrepute with the general public, also that puts and calls will narrow the range of the market and prevent the pits truthfully reflecting the sentiment of the trade. Others hold contrary views and present plausible arguments as well as numerous signed petitions. The subject is worthy of more thoughtful considera-

tion than is being given it by the members of the cash trade, all of whom are directly interested.

NEW YORK exchanges have at last taken up the fight against bucket-shops in earnest. Not only are members who are suspected of bucket-shop affiliations closely watched, but contracts have been made with telegraph companies by the New York Cotton Exchange which will result in quotations being wired to members only. The New Orleans Cotton Exchange and the New York Produce Exchange give every indication of taking similar action. Even tho the bill pending in the New York legislature, which is designed to stop bucket-shop betting, fails to become a law, the position of the exchanges bids fair to materially reduce the number of bucket-shops in the East. Of course it is not likely that suckers who have made it a practice to contribute their mite to bucket-shops regularly will be induced to keep their money, but with the bucket-shop closed, one strong influence for lower prices will be permanently removed.

STEALING grain from cars in Chicago yards seems to entitle women to unusual glory, sympathy and respect from the sensational newspapers whose minions are ever alert for an opportunity to make a bird of paradise out of a wallowing hog. It is to be regretted that the city has so-called newspapers which delight to indulge in misrepresentation and perversion of justice. The best interests of the city's grain trade are frequently ignored by 2-penny justices who seem to be just as easily misled. However, the lines are drawing tighter and tighter about the shipper's grain in the Chicago market and the time cannot be far distant when grain in sealed cars will be protected from the depredations of petty thieves.

EASTERN BUYERS have had so much trouble of late with hot corn that many of them are demanding the kiln-dried article. There seems to be no reason why every large shipper of corn should not equip his elevator with a good drier and keep it busy when corn is not in first class shipping condition. One interior broker, who evidently has paid for many large carloads of experience this winter, writes: "Business has been of such poor quality on this corn crop that we have fought it off and even now will not come out even. It is a case of the less we do, the less we lose. The only business we handle now gets hot and there is no bread and butter in hot corn." If the broker can't come out even on the corn, surely the shippers cannot; and as the shippers are the most at interest in the case, it seems to behoove them to prepare up-to-date facilities for placing their corn in prime condition before loading into car.

WHAT is a legitimate profit? is a question that frequently arises at the different meetings of grain dealers, showing that the dealers are seriously considering the minimum margin per bushel on which they can afford to do business and still make a living. Heretofore it has been the practice of many to ignore this question entirely and pay a price which would get the grain. However, as grain dealers become more sensible and possessed of a firm determination to do business at a profit or not at all, they indulge in close figuring. It should not be a difficult matter for any one to figure out how much must be made on each bushel to insure proper profit; but if the shipper intends to insure a net profit on the year's business, then his margin must necessarily be larger because losses in transit and at terminals, losses due to misgrading, deterioration and damage by bugs and weevils must be taken into consideration. The dealer who has \$8,000 invested in the business should first insist upon 10 per cent interest on the investment, at least 8 per cent for deterioration of property, at least \$100 for insurance, \$360 for help, \$1,200 for salary, \$100 for repairs, and \$100 for power. This will make a total of about \$3,300 on an investment of \$8,000. If he ships 100,000 bushels of grain during the year, he might come out even by working on a margin of 4 cents a bushel, which would give him \$700 leeway. However, if the market goes down when he has large quantities of unhedged grain in store his \$700 will be wiped out very quickly.

India's last crop of rice, according to final estimates, aggregated 461,460,000 hundredweights; against 384,000,000 in 1902 and 425,000,000 in 1901.

The American Hominy Co., which operates 10 large corn mills, has removed its general offices from Chicago to Indianapolis, Ind., where 2 of its plants are located.

Rice imports of the Philippine Islands during the 10 months prior to Nov. 1 amounted to 498,724,089 pounds, compared with 322,840,833 pounds for the same period of 1901.

"Life isn't a spurt, but a long, steady climb. You can't run far uphill without stopping to sit down. Some men do a day's work and then spend 6 lolling around admiring it."—Rosenbaum Bros.

The conditions of wheat and rye all over Germany, generally, are very good up to Mar. 20; prices in consequence, gradually declining. We have judged, from the bulk of offers reaching us from south Russia and the Danube, that crop conditions there must be good.—Cohn & Haurwitz, Hamburg, Germany.

How would the "Hold your wheat" farmers relish the proclamation recently made by the Ameer of Afghanistan, that whoever possesses grain in excess of what is absolutely necessary for the subsistence of his family for four months shall sell it. If this is not done the whole amount will be taken by force.

LETTERS FROM THE TRADE

RAILROAD IS LIABLE.

Grain Dealers Journal: Regarding the statement in the last issue of the Grain Dealers Journal, page 307, commenting upon the case of Fowler vs. the R. R., reported 71 S. W. 1077, it would seem to indicate that a consignee cannot recover of a carrier for failure to take up a B. L. and yet deliver the goods to the notified party.

An examination of this case leads me to believe that the error, if error there was on the part of the plaintiff, was because he brought an action in tort and not in contract. The court seems to indicate that had he brought an action on contract, he would have recovered. I am rather surprised at this distinction being drawn in the state of Missouri.—John B. Daish, Washington, D. C.

CAN STAND ALL, BUT —

Grain Dealers Journal: We can stand bad markets, 1 car a week, even if it goes to Chicago at 3 cents less a bu. than our sales; we can stand cancellation of contract when markets go down or be held up if the market goes up, or buy grain in at 3 cents above the market and charge to our account, besides 40 cents to \$1.25 per car for weighing and inspection, taxation without representation, hot corn, credit strained if not ruined, insurance advanced 40 per cent; we can even stand it to have railroad officials tell us cars are getting easier and you will get some to-morrow, but we cannot get along without the Grain Dealers Journal.—J. M. Camp, Bement, Ill.

OATS AT NEW YORK.

Grain Dealers Journal: Our market for oats the past 10 days has been a dull and declining one, owing to very heavy arrivals. As yet there is no indication that receipts will materially decrease. The amount of oats on the spot pressing for sale is very large, most of them being of poor quality and almost equal to No. 4 whites. Dealers are well supplied and are indifferent as to taking on more of this class of goods.

Oats of good to choice qualities are not plentiful, but the large stock of poor oats has had the effect of reducing their value also. Stocks are amply sufficient, pending the arrival of lake and rail shipments. Unless there is a further delay in the starting of the fleet, the outlook for increased values is certainly not bright just now. Poor to good natural white oats sold Apr. 7 from 37 to 40c, and good to choice naturals from 40 to 42c; fair to good clipped white oats 40 to 42, and good to choice heavy clips from 42 to 44c, all regular track. Yours truly, Forbell & Tilson, New York.

A NEW SOUTHERN EXCHANGE.

Grain Dealers Journal: The organization of the Savannah Grain Exchange was begun Jan. 8, 1903. On Jan. 27 we adopted the constitution and by-laws.

Our object is stated in the preamble "to guard against and correct feelings of distrust or jealousy that may at any time arise; to restrain competition by other than honorable methods; to discountenance all customs not in accord with sound business principles; to establish rules and regulations whereby all grievances and differences may be fairly and equitably adjusted."

We propose to maintain equitable conditions which shall assure legitimate profits, and to correct trade abuses.

T. J. Davis is president; H. Traub and J. S. Collins, vice-presidents; J. E. Grady, Jr., treasurer, and E. V. Petit, secretary.

The executive committee is composed of P. Brannen, A. Gordon Cassell and W. D. Simkins.

Seventeen members respond to the roll call every Friday as the representatives of the grain and hay wholesalers of Savannah. They are Brennen & Co., Belford & Co., Collins, Grayson & Co., A. Gordon Cassell, T. J. Davis, M. J. Doyle, Dixon Lumber Co., Dongan & Sheflat, J. E. Grady & Sons, Leukoy & Hayne, Rimes Bros. & Co., Savannah Grocery Co., W. D. Simkins & Co., J. C. Slater, Solomon Sheflat, the Tietgen Grocery Co., and H. Traub & Son.—Yours respectfully, E. V. Petit, secretary, Savannah Grain Exchange, Savannah, Ga.

ASKED AND ANSWERED

PLAN OF WAREHOUSE?

Grain Dealers Journal: I would like to ask if any one has a building for the sole purpose of handling bran, middlings and linseed oil cake and meal, in sacks and in bulk, and if the party would send to your Journal a description and how it should be arranged to be handy. I have a basement wall 20x40 feet on which I want a building for this purpose, and would like to see how others have done it.—B. B. Boecker, Naperville, Ill.

INDIVIDUAL AND LINE ELEVATOR OWNER?

Grain Dealers Journal: Will the grain dealers kindly give me their views as to the difference between an individual elevator owner and line elevator owner? How many elevators must one have in order to be considered a line elevator owner? Is it necessary to have a transfer, cleaning house or terminal elevator in order to come under this class? Would the grain dealer operating five or a less number of stations be considered a line elevator owner? Where is the dividing line between the two classes of elevator owners? Begging the views of a number of dealers, I am, yours truly, J. C. M.

WHO IS RESPONSIBLE?

Grain Dealers Journal: On February 10th I called up C. A. Burks of Decatur and asked him for his best bid on corn, our track. He said 41 for yellow and 41½ for white, providing I could bill it to Dyersburg. I said I would see if I could get billing there, and went and asked the agent, who said he could bill them direct to Dyersburg. I succeeded in getting Mr. Burks by phone again late in the afternoon and sold him 1 car of yellow corn at 41 and 2 cars of white at 41½, already loaded, and permission received to bill them direct to Henry A. Klyce, Dyersburg, Tenn.

I invoiced these cars to Mr. Klyce on the morning of the 11th, on the first train after the sale was made. I then got a letter from Mr. Klyce, saying that he would not accept the corn, as invoiced; that it had not been confirmed to him by Mr. Burks.

I immediately called up Mr. Burks, who said he did confirm the purchase, also instructed me to answer the letter saying that I had sold the corn in good

faith and had performed my part of the contract and expected him to do the same.

When Mr. Klyce received my letter he wired me that the corn was there and that he would use it at 1½ cents less than the invoice price, if not to forward it on.

I tried to get Mr. Burks by phone on receipt of this message, but found he had left for Detroit, so the best I could do was to let him have the corn.

I want to know if it is right that I should lose 1½ cents per bu. on these 3 cars of corn? Who should be responsible, Mr. Burks or Mr. Klyce? Will the readers of the Grain Dealers Journal give me their views of this matter?—Wm. G. West, Deland, Ill.

WHO IS LIABLE?

Grain Dealers Journal: John Smith, a small dealer in grain, accumulated a car of corn and desired to ship it on consignment to a commission house, located at Atlanta, Ga., recommended to him by an acquaintance. He found on consultation with the bank thru which he desired to raise some money on the shipment, that they would not advance him the amount of \$400 he desired, without he had the bill read as follows: "Received from John Smith to order First National Bank, notify Jones, Jones & Co., commission merchants, Atlanta, Ga." B. L., way-bill and all railroad papers went thru showing shipment was made to order First National Bank, notify Jones, Jones & Co., Atlanta, Ga. Draft was drawn for \$400 at sight, made payable to the cashier of the First National Bank and signed by the shipper, John Smith, the bank then advancing Smith \$400 on the shipment.

When the draft was presented to Jones, Jones & Co., at Atlanta, Ga., they noted on examination of papers that while the shipment was made by John Smith, he had transferred the property to the First National Bank, and they presumed the bank had required him to do this in order to be in absolute control of the property and to secure what advance had been made on the car by them.

When the car finally arrived at Atlanta, Ga., it was found to be in a heating condition and the net proceeds of the car only brought \$200.

Jones, Jones & Co. immediately notified the bank that the shipment was the bank's property, having come direct to them from the bank, that Jones, Jones & Co., as commission merchants, were purely agents employed by the owners of the corn, at a compensation for disposing of it, and that by reason of the bank having required Smith to pass the title of the property to them before shipping, they made themselves liable for any overdraft and Jones, Jones & Co. would look to the bank to reimburse them for the amount of overdraft.

The bank demurs, claiming that they as bankers are not liable for any overdrafts, that they required the shipment made out in the manner it was, only as bankers, to protect their interests and are not concerned otherwise in the shipment, and as Smith is insolvent, the commission firm will have to be the losers of the amount of the overdraft.

We would like to have the opinion of the readers of the Journal, as to who is liable in this case.—O. R.

A member of the Liverpool Corn Trade Asso. named Clissold recently was granted an injunction restraining the directors from expelling him.

Annual Meeting of Iowa Grain Dealers Asso'n.

The third annual meeting of the Iowa Grain Dealers Asso. was called to order by Pres. King at 2:30 o'clock Thursday, Apr. 2nd, in Our Circle Hall, Des Moines. In opening the meeting Pres. King said:

I am greatly pleased with the attendance at this meeting. I see quite a number of faces here I have not seen before and I take it quite a number here are not members of this association. I desire to say to those who have come in to meet with us that they are very welcome. We hope you will be well repaid for your visit and that the mutual acquaintance between yourself and members of the Iowa Grain Dealers Asso. will be of profit to both. A large part of our time at this meeting will be taken up by A Study in Corn, that will be of interest to all interested in agriculture, and I hope you will not only be entertained, but benefited by that feature of the meeting. A program has been arranged for the meeting and we will follow that as closely as possible. At the outset I wish to call your attention to the injunction in the program, "Do not fall in the river." You may not be able to get out.

Pres. King: The next thing on the program is the president's address, which I will read:

PRESIDENT'S ADDRESS.

The Iowa Grain Dealers Asso. has completed its third year and we meet here in annual session the third time to again review our past work and outline plans and methods for the work during the next year. The membership has continually increased, as the Secretary's report will show, until now our membership is greater than at any previous time.

The organization of this association was prompted by a desire to improve conditions relative to the grain trade both at local and terminal markets, to establish needed protection against unreasonable opposition and uncommercial methods, to reduce as far as possible all unnecessary expenses and leakages and to afford a better opportunity for an exchange of ideas relative to the grain business.

The fact that the membership has grown so large and the payment of dues is so promptly made gives evidence that the work has been successful and the objects of the Asso. have been realized to a considerable degree.

POLICY.—Grain dealers' associations are of comparatively recent origin and the lines of work primarily adopted were perhaps confined within narrow limits and for selfish purposes. This Asso. should be broad enough in its scope to be of large benefit to its members without injury to the public. There is no doubt ample opportunity for the work to be so conducted that it will be recognized as being for the "public good." The policy adopted by the officers has been and should continue to be along lines that are just as between its members and the public and the administration of the influence should be so directed. The officers of the Association now realize the fact that, as an organization we have power to exercise influence, and that our future success will depend largely on the policy adopted and the action of its executive officers.

I am strictly opposed to a Grain Dealers Asso. being a secret organization for selfish purposes, self-preservation is an accorded right. We are legally advised that what one may lawfully do singly, two or more may lawfully agree to do jointly, thus if conditions arise in the grain trade that are antagonistic to the members of this Asso. it would be lawful for the members to act jointly to overcome such antagonism, provided such action of itself were not illegal.

To-day nearly every line of business maintains an Association for the advancement of the common interests and the protection of those engaged in that particular line of business. The general public is

yet somewhat inclined to look upon organization with more or less suspicion, believing the only purpose is to control values, and is not sufficiently informed regarding conditions to realize that such Associations may secure results that contribute to the public welfare.

NEED OF ASSO'NS.—We are living in a progressive age. The individual is losing his identity in the business world and natural laws seem to require a service in promoting economy in business affairs that can be supplied only by the Asso. of many for the purpose of providing for the force necessary to success. The farmers and the public should be interested in having the channels of the grain trade so well constructed that there may be a minimum of expense and wastage, and an absolute protection against bad methods and abuses. They are certainly benefited by having uniform and stable methods of conducting the business of buying grain at local markets, by having the best possible means of transportation in the distribution of the grain products of the farm, and by having the methods at the terminal or central points of distribution well organized to prevent loss and waste.

The grain dealer naturally figures the element of loss and waste in computing his margins of profit, and with improved methods at local markets, improved methods of transportation and improved methods at terminal markets he requires a less margin on which to do the business and is thus enabled to give the farmer a higher value for his grain.

The difference between the profits realized by an experienced grain dealer with the benefits arising from Asso. influences at terminals and the profits realized by one without such experience and influence may easily amount to a good margin of profit for the experienced dealer. Statistics show that comparatively few succeed in

accumulating money in any line of business and this has no doubt been equally true of the grain business in Iowa.

TERMINAL ABUSES.—While the bidders and receivers at terminal markets are as a rule friendly to the country shipper and give him fair treatment from an individual standpoint, it is no doubt true that they do not all exercise as much interest and diligence as they might in improving the bad methods and abuses existing in the terminal markets.

While it is true that the methods of handling grain at terminal markets have been recently greatly bettered, quite largely because of Association influences, I am satisfied there is yet a large stealage of grain in railroad yards because of inadequate police protection, that some terminal elevators are too anxious to have an overage in tonnage at the end of the year, and that in such cases if the elevator weigher can catch the public supervisor in active advantage is taken of the opportunity to steal on the scales.

The system of inspection of grain at terminals is far from perfect and the country grain dealer as well as the farmer suffer because of abuses in this department. The fact that the inspection of grain at most of the important terminals is by politicians is sufficient to condemn the system, and civil service should be adopted in that department by every state that controls the inspection of grain. There is not a farmer in territory tributary to a market in which the inspection of grain is by political appointees who does not suffer indirectly to a greater or less degree by the faulty system of such inspection. There is now a bill before the legislature of Illinois to secure civil service inspection in that state, and there never was more urgent need of practical work by a grain dealers' association than there is at this time in Illinois to secure the passage of that bill.

It is possible that in the near future there may be a radical change in the manner of inspecting grain. The agricultural department of the government is making investigations that may result in a uniform and scientific method of inspecting grain. If the department shall succeed in the discovery of a system of inspection, by the



The kernels on 1 are too thin and those on 4 are too narrow, while those on ears 2 and 3 are too broad and thick. Ears of this kind should be discarded for seed purposes, as no planter can be set to drop the kernels evenly. The planter tests with this corn showed a variation in the dropping all the way from 1 to 6 kernels per hill.

use of apparatus designed for the purpose, that is accurate and reliable, grain dealers will undoubtedly gladly accept it. A reliable method of inspection whereby the quality and condition of grain would not be dependent on the judgment of men, would be a great benefit to the country, and of inestimable service to dealers in grain.

If all the bidders and receivers in the terminal markets were making the best effort possible to improve the methods of handling grain and correct existing abuses, there would be less need of Asso. work. I am satisfied there are some firms which do give attention to those needed reforms and are earnestly working to that end.

There are other firms which are indifferent about the matter. They sit in their office in an easy chair behind the certificate of weights and inspection as their protection, feeling satisfied because the country shipper, like Jones, "pays the freight."

There are, I believe, other firms which are in such a position that they rather prefer to have some bad methods and abuses in existence because it gives an opportunity to "skin off a little cream" with a "hidden hand."

A certain grain commission merchant was heard to make the remark recently that he preferred to do business in Missouri, rather than in those states where grain dealers' associations are well organized, because he could make more money out of the farmer shippers and scoopers than out of the grain dealers who are identified with grain dealers' association in other states. How would he do this except by "skimming off some cream" or taking advantage of "ways that are dark" to the farmer and scooper?

The influence of association work has effected great improvements in the methods, and the correction of many abuses at terminal markets, but there is much yet to be done in that field.

EDUCATION OF SHIPPER.—There are some grain dealers operating elevators in this state who are members of this Asso., who do not seem to educate themselves as they should regarding their business, neither as to methods of conducting their local business nor as to being informed in regard to terminal matters. If such dealers would correspond with the Secretary more regarding these matters, getting the benefit through him of the experience of other dealers, they would add much to their knowledge of the business.

A grain dealer should be something more than a mere freight handler for a railroad company. He should do an intelligent business of merchandising grain. Oftentimes the grain dealer does not have the confidence of the farmers and the public, and the farmers and the public even go so far as to advocate the idea that the grain dealer who invests from \$3,000 to \$10,000 in an elevator property that continually needs repairing, wears out quickly and requires perhaps as much more money as working capital, is an unnecessary toll-taker and should be disposed of, notwithstanding the fact that when a new railroad opens up a new station and builds a new town, the railroad, the merchant, the banker, lawyer and doctor all want a grain market to give support to their line of business. About as soon as the new town becomes established with merchants, bankers, lawyers, etc., they usually pass an ordinance requiring transient peddlers of merchandise to pay a license to protect the merchants and proceed on the other hand to encourage all kinds of ruinous competition to force the grain dealers who have invested money in elevators to work without profits.

It is true there are two sides to this proposition, the grain dealers may have taken unreasonable margins, but the facts concerning such cases will show, however, that the public as a rule are not properly informed as to whether the grain dealer took unreasonable margins or not, and such agitation usually occurs at stations where dealers have maintained the least margins, but they simply get to feeling antagonistic toward the grain dealer and believe that a fight between grain shippers brings additional business to the town. It is possible that the grain dealer is at fault many times, even though he may not take unreasonable margins, but because he has failed to use proper tact in conducting his business.

I believe that grain dealers are entitled to a reasonable profit, but that the Iowa Grain Dealers Ass'n should always stand in opposition to unreasonable margins, as well as to assist in maintaining conditions that will tend toward reasonable and legitimate margins.

STUDY IN CORN.—It was decided, of which all members were notified, to make the principal feature of this meeting a "Study in Corn." Iowa is one of the two great corn producing states. Over 9,000,000 acres each year.

It is our principal crop. Yet by far too little attention has been given to the kinds and quality of the corn used for seed. The farmers of Iowa have been willing to use and continue to use an inferior grade of corn for planting. Corn is such a sure and abundant crop in a large part of Iowa that it has seemed hardly necessary to be very particular about the kind to be raised. The result is that other states are producing corn of much better average quality than we are. Of the corn grown in Illinois a very much greater proportion has graded No. 2 than of that raised in Iowa in recent years, making it of greater marketable value per bushel. Corn grown from improved seed is not only better in quality, but produces a larger yield per acre under the same conditions. There is probably no other one thing the farmers of this state can do without any additional labor in preparing or cultivating the land that will add so much to their income as to use for seed corn of better quality and a fixed type. Five bushels per acre is considered a very conservative estimate of the increased yield per acre that may be expected from the use of properly selected improved seed corn.

If this is true, and it no doubt is, you can readily see that several millions may be added to the value of the corn crop in Iowa each year, which the farmer will realize in clear profit. With that view of it, it is an important question. It is worth while. All who are interested in agriculture can afford to give it careful attention.

Because Iowa produces so abundantly, 10 or 15 millions additional each year would make as light an impression in this state as it would in any similar area anywhere, but it will cost so little to obtain it, that we cannot afford to miss it.

The Iowa State Agricultural College, realizing the importance of this question to the people of the state, has established a chair of Agronomy and has engaged the services of Prof. P. G. Holden to superintend that department. Prof. Holden is the highest authority on seed corn. He has a large experience in corn breeding, and personal practical knowledge of the whole subject. He has very kindly offered us the benefit of his knowledge and experience at this time, and will conduct a study in corn during this afternoon and to-morrow forenoon.

I invite your close attention to all he may say on the subject, assuring you that many will be surprised to hear so much about the essential qualities of corn to constitute it desirable seed, of which you had not before thought of. A considerable number of those interested in agriculture in this state, realizing the importance of improving the quality and increasing the yield per acre of the corn to be raised in Iowa, recently organized the Iowa Corn Growers Ass'n, of which Mr. Grant Chapman of Bagley is president and Mr. Geo. S. Forest of Miles is Sec'y. That Ass'n will be represented at this meeting.

A considerable part of Prof. Holden's work in connection with the department of Agronomy at the Agricultural College, will be, and the object of the Corn Growers Ass'n is, to interest the farmers of Iowa in raising better corn, to cause them to realize the benefits they may derive from an earnest effort in that direction. The officers of this Ass'n believe that we can give the movement material assistance by our co-operation and that all the members will gladly take an active interest in the work. Our hearty co-operation will surely result in benefit to the people of the state, and if our united efforts shall result in an improved quality and increased yield of corn, the grain dealers themselves will be sufficiently benefited that the time they may devote to the cause will not be wholly a donation.



The kernels on ear 1 are nearly the same depth from tip to butt, while the kernels on ear 2 grow rapidly shorter towards the tip. The kernels on ear 3 are small, shallow and flinty, little larger than grains of pop-corn and will run through the planter about like wheat. When these three ears were shelled together and tested in the planter there was a range of all the way from 2 to 7 kernels per hill.

We trust that the seed corn feature of this meeting will be appreciated by all who are in attendance, and that all the grain dealers of Iowa will make special effort to impart information on that subject to their patrons, and endeavor to create a sentiment for the improvement in Iowa corn.

A. Moorehouse, Glidden: I move that the chair appoint a Committee on Resolutions. The motion was seconded and carried. Pres. King stated he would announce the members of the committee later.

M. McFarlin, Des Moines: I move that a Committee on Nominations be appointed by the Chair. The motion was seconded and carried. This committee was also announced later.

Lee Lockwood, Des Moines: I move that all resolutions be referred to the Committee on Resolutions. The motion was seconded and carried.

Pres. King: Prof. Holden of the Iowa State Agricultural College is here and has consented to conduct a study in corn. I have handled corn for a good many years and thought I knew a good deal about it, but will say that I was wonderfully surprised to find how much there is about corn I never thought of. I am sure Prof. Holden will give you all some interesting pointers on corn, and that you will be interested in what he has to say to you to-day and to-morrow.

Prof. Holden delivered an interesting address on the Improvement of Corn, using samples, large photographs and charts. Thru his courtesy we are able to reproduce some of the photographs herewith.

A STUDY IN CORN.

I am glad to meet with you here to-day. It was my pleasure to be pretty well acquainted with the Illinois Grain Dealers Association, and it was thru their efforts that the corn question in that state was taken up and the quality of corn improved. Your secretary came to me. We talked the matter over and decided it was time the grain dealers of Iowa studied corn. I want to say that there is no other body of men that could be gathered together that can do so much to improve the corn in this state as those gathered here to-day. You are looked to largely for advice regarding these matters, and it is within your power to do much toward increasing the yield and bettering the quality of corn grown in this state. It is my idea to present those things which each one of you can do in your community and will do great good to the state.

When we realize that over a quarter of the acreage of this state is put into corn alone and you think that it takes 1,300,000 bushels of corn for seed, you can realize how much it is possible to do. The average has been about 32 bushels to the acre when it ought to be 45 or 50 bushels to the acre.

If there is profit to the agricultural industries in growing corn at 32 bushels to the acre, there certainly would be a greater profit in the business if we could grow 45 to 50 bushels to the acre; because every bushel above what we raise now greatly increases the profit. I want to say to you that we are going to produce seed that will produce more corn.

I wish you would discourage the importation of seed corn. There are few kinds of corn that can be transferred in that way. When you import corn you must not expect as good results as when you use corn originated in your own district. It might be well for two or three to get together and secure a few different kinds of corn brought from different parts of this and other states, and after it has become acclimated some of it may prove valuable.

Do not buy corn of seed men if you expect to plant it and improve the yield. The chances are that the farmers of your own neighborhood have better seed corn in cribs than many of those seed men. Most seed corn is bought shelled. The seed men buy it shelled and put up in sacks, in most instances, from farmers. The only way to buy seed corn is to buy it in the ear. The size of the ear, its shape, thickness at the butt, in the middle and at the tip are to be considered, as well as the amount of protein, oil and starch in the corn. I do not know of any way in which seed corn can be improved by shelling it, so there is no reason why the seedsmen should not want to ship it to you in the ear. If a good stand of corn is to be secured it is very important to select carefully ears with kernels of uniform size.

All very small or very large kernels should be thrown out in order to get proper results with the planter. You cannot expect a good stand of corn when sometimes one and sometimes two kernels are dropped in a hill instead of three in every hill. If there is any thing which we pray for it is an even stand, and if there is anything which makes our hearts sad it is an uneven stand. It is this more than any other thing that keeps the yield down to 32 when it ought to be 42. The uneven kernels at the butt and tip of the ear should be cut off and only the middle kernels used, in order to secure kernels of an even size. After this has been done the planter to be used in planting the seed should be tested. Stay with it until it will drop the proper number of kernels in a hill 94 to 96 times out of a hundred. With uneven kernels the planter will drop the desired number 74 times out of a hundred, while when the kernels have been carefully selected and are of a uniform size, it will drop the desired number 96 times. Make a test with the planter you intend to use before it is taken to the field and stay with it until the desired result is obtained. If necessary have the plates drilled down or secure new ones. The following tables show the results obtained with uniform and kernels of varying shapes and sizes, out of 100 drops:

When all the kernels of the ear were used:	
1 kernel	1 time.
2 kernels	6 times.
3 kernels	66 times.
4 kernels	25 times.
5 kernels	1 time.
6 kernels	1 time.

When only the middle kernels of the ear were used:

2 kernels	8 times.
3 kernels	92 times.

When the tip and butt kernels of the ear were used:

No. Kernels.	3 times
1 kernel	14 times.
2 kernels	30 times.
3 kernels	48 times.
4 kernels	5 times.

When deep and shallow kernels of good quality, differing only in depth and width of kernel, were used:

2 kernels	5 times.
3 kernels	75 times.
4 kernels	18 times.
5 kernels	2 times.

When the kernels were separated so as to have uniform sized kernels in each lot:

Group 1—Shallow kernels.	
1 kernel	2 times.
2 kernels	2 times.
3 kernels	95 times.
4 kernels	1 time.

Group 2—Deep kernels.	
2 kernels	4 times.
3 kernels	92 times.
4 kernels	4 times.

When very irregular kernels were used from one ear—butt and tip shelled off:

1 kernel	6 times.
2 kernels	19 times.
3 kernels	74 times.
4 kernels	1 time.

When regular kernels from another ear were used—butt and tip shelled off:

2 kernels	8 times.
3 kernels	92 times.

A good way to sort seed corn is to provide a rack and place on it forty or fifty ears. Pick out one which you think a good sample of the ears you desire to use. Hold it in your left hand and then with your right hand push out those ears which from their shape, size and character of kernels is the most like your sample. When this has been done pick out kernels from each ear with your knife and lay them in front of the ear from which it is taken, with the point of the kernel toward the cob. This is where a very important part of the work comes in.

Great care must be used in selecting ears with kernels of uniform size and regularity. If there is a space between the kernels to the cob it is a bad feature. The kernels from such an ear produce weak plants, as they are weak in germination qualities. The stalks produced from such kernels are most easily blown down. They shell out a larger per cent of corn and are low in feeding value. If part of the cob pulls out with the kernel that ear should be discarded. Very long and narrow or very short and thick kernels should be discarded, as good results with the planter cannot be obtained unless kernels of a uniform size are secured. When the corn was planted by hand this did not make so much difference, but in order to get the planter to do its work properly great care must be exercised in selecting kernels.

After the butts and tips of the ears have been cut off, each ear should be shelled separately and all ears with undesirable kernels,—kernels with small germs, indicating low vitality, kernels too pointed at the tip, shrunken and discolored kernels,—should be discarded. After each ear has



Above plate shows good and bad forms of kernels. The pairs of kernels 1, 2, 11 and 12 show the best forms in order named, while 4, 5, 6, 7 and 8 show the poorest forms in the order named. Pair 1 is the best, since they are full and plump at the tips next to the cob and have large germs. Both of these points are important, as they indicate strong vitality and feeding value. On the other hand, pairs 5, 6 and 7 are especially weak with low feeding value, and small per cent of corn to cob. It will also be observed that these kernels are far from uniform in size and shape (compare with 4 and 2 and 6), and hence no planter will drop an even number per hill. When we realize that all of these kernels were taken from ears that appeared to be good ears, when examined from the standpoint of the ear alone, we can readily appreciate the importance of paying more attention to the study of the kernels of corn in our seed ears.

been shelled place the kernels on a screen and look at them and you will be surprised with the amount that won't grade. Pick out all the broken and shrunken kernels and those of low vitality. If you don't do this each one of these bad kernels is going into a hill to take the place of a good kernel and reduce the yield. Also sort out all the kernels too big for the planter to handle. The farmer is liable to rebel when you tell him this, but you know a farmer will sit up all night to watch a lamb, and when he is made to realize that a bushel of corn carefully sorted and carefully selected in this manner, is able to produce 700 bushels instead of the customary 400 bushels, he will not be so unwilling to put an extra day or two into work of this kind. What is a day or two thus spent when compared with an increase in the yield from 32 to 42 or 45 bushels to the acre, especially when this work will be done at the time of the year when the farmer has plenty of time on his hands?

Question: Cannot this work be done by a system of sieves?

Prof. Holden: Corn is a hard thing to screen, you know. We have tried to get screens for screening corn, but have settled down finally to hand picking. Screens won't take out broken kernels or rotten kernels. It will not take a farmer over a day to prepare a bushel of seed corn in this manner and I will guarantee that he will have more than five bushels more of corn to the acre next year.

After this has been done the seed should be placed in sacks, about a bushel in a sack, and hung up in a dry place, but do not hang it up over a stable. The cellar is a good place to put it in, provided it is not damp. Some cellars are too damp for this purpose. It should be hung out of the reach of rats and mice and in a place where there is a circulation of air.

It is very important that a germination test be made of all corn intended to be used as seed. The simplest way to do this is to take a hundred ears and remove two or three kernels from each ear, fold them up in a piece of wet paper and then take a cigar box, place ten or twelve thicknesses of wet paper in the bottom of it, lay the seed on top of that and then place several thicknesses of wet paper on top of that, and close the box tight, tying it with a string to keep it air tight, so as to prevent the paper from drying out. Pieces of newspaper is the best to use, as it retains the water better than paper of a better quality.

Question: Is the temperature always right for this purpose?

Prof. Holden: We have made the test sometimes in a temperature as low as 60 degrees. If you want quick results use warm water and place the box in a warm place. This hastens it wonderfully. If you



Kernels showing large and small germs, taken from different ears of corn. The left hand kernels in all pairs come from ears with low feeding value and should be discarded for seed purposes, while the right hand kernels with large germs come from ears with a high per cent of oil and protein.

find that the seed swells up and begins to send out a root in 48 hours you can feel pretty sure that it will come out all right. Along about the middle of April a final germination test should be made in the same manner by taking a number of kernels from each sack. If you will do the testing, half the farmers will bring their corn to you to test for them. You can easily secure cigar boxes for this purpose. Some of you probably have a number of them lying around your office.

Next year at the Iowa State Agricultural College we will offer \$2,476 in premiums for the best corn judging and you people can help us to arouse interest in this matter by offering a premium to the man in your county bringing back the prize. If you get your banker to offer \$15 or \$25 to the one coming back with a premium it will not cost you much and will do a great deal to help along the work. By getting the farmers to take an interest in this matter we will be able to increase the quality and yield and this will result in your handling more and a better quality of corn, and a consequent increase in your profits.

Question: Which is the best corn, white or yellow?

Prof. Holden: You might just as well ask which is the best, black or white chickens? It is simply a question of which is the best suited to your locality or climate, altho best results obtained have been from yellow corn. If I had a thousand acres to put in corn in northern or central Iowa I would use Reid's Yellow Dent Corn. It is the corn which ripened up better than any other variety this year. Do not cross corn, for if you do you will get poor quality of both, and it will deteriorate rapidly. A farmer who tried both common yellow corn and Reid's Yellow Dent Corn got 50 per cent better results from the latter.

When breeding corn take an acre or two and plant with the seed from the finest ears you could get. When the corn comes up go thru and pull out the tassels from the barren stalks. Each stalk produces about 45,000,000 grains of pollen which is scattered over the field and has a tendency to produce other barren corn. We had boys go thru a field and pull out all barren stalks and found that there were about 7 per cent of barren stalks.

That the same proved interesting was evidenced by the fact that Prof. Holden held the undivided attention of the dealers for three hours during the afternoon session, and again during most of the Friday morning session. Much good will no doubt result to the farmers and grain dealers of the state as a result thereof. It cannot help but do so if the instruction given is acted upon.

Thursday Evening Session.

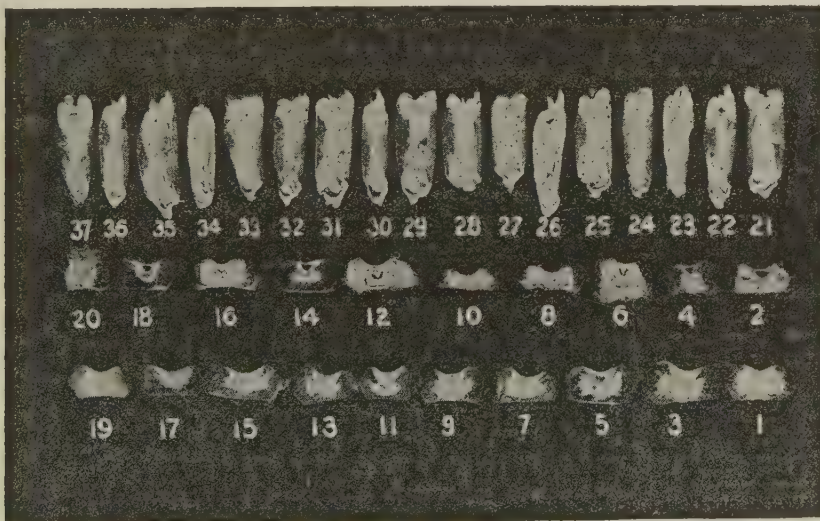
In the absence of Mr. King, Vice-President M. E. DeWolf, Laurens, presided.

Charles Osik, of Chicago, rendered a vocal selection, of which the dealers showed their appreciation by an encore to which Mr. Osik responded to the further delight of all present.

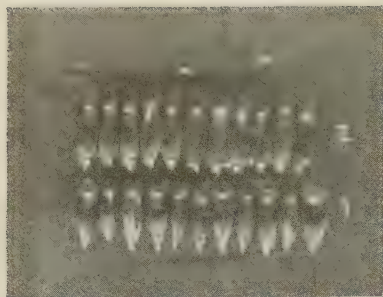
Chairman De Wolf: As requested by President King I will announce the appointment of the following committees: On resolutions—A. Moorehouse, Glidden; Lee Lockwood, Des Moines; K. K. Liquin, Clinton; Geo. L. Webster, Eagle Grove; E. A. Fields, Akron.

Committee on Resolutions—M. McFarlin, Des Moines; I. L. Patton, State Center; P. J. Jacobson, Gilman; P. A. Cummins, Rock Valley.

Chairman DeWolf: I am sure we all esteem it a great pleasure to have with us at this meeting Mr. Geo. A. Stibbens, Secy. of the Grain Dealers Nat'l Asso. We will now hear from him.



Cross-sections of kernels showing depth of germ and the white, floury or starch portion lying just below the germ. The kernels in the lower row have better germs than those in the upper row. Nos. 17, 15, 13 and 11 are among the best, while Nos. 2, 14 and 18 are among the poorest because they have very shallow germs and are low in feeding value. The white, starchy appearing material lying just below the germ has the very lowest feeding value of any part of the kernel. Nos. 17, 15 and 11 show a very small amount of this material, while Nos. 1, 2, 12 and 19 show a great deal and should be discarded for seed purposes. The upper row (Nos. 21 to 37) show the depth of the germ when the kernels are split in two lengthwise through the middle of the germ. Nos. 21, 24, 27, 28, 29, 33 and 35 show very deep germs and are from ears rich in protein and oil, No. 35 being from the ear richest in protein of 2,000 tests, while Nos. 22, 23, 36 and 37 are from ears very poor in feeding value. It will also be noticed that the germs are very small.



These two rows of kernels were taken from two different ears. Judging from outward appearances of the ears, little or no difference in their values could be discovered. The ears from which these two rows of kernels were taken were almost exactly the same size, yet ear 2 weighed 16 per cent more than ear 1, and shelled out 20½ per cent more corn than ear 1. Ear 1 is not only very much poorer in feeding value than 2, but has a much lower vitality and gives a weaker plant. It is very important that the tips of the kernels—the portion next to the cob—should be full and plump so that there is no space between the kernels down near the cob. In selecting our seed corn it is important that we should do more than look at the ears; we must study the kernels.

VIEWED FROM THE TERMINAL STANDPOINT.

Mr. President and Gentlemen of the Iowa Grain Dealers Ass'n:

At your last annual meeting a year ago, Mr. Schuyler, Asst. Board of Trade Weighmaster of Chicago, mentioned in a paper on grain cars that radical improvements should be made in grain car construction.

He suggested that a continuous steel lining put into the old boxes now used for grain would prevent sifting of grain through the sheathings which, as the car grows older becomes more and more a serious factor in shortages.

At this same meeting I addressed you on the sealing of cars at terminal points after inspection. I am sure very few of my hearers realize what a large proportion of the bad order cars and cars broken open for theft, are repaired and sealed before arriving at terminal points. Thus, you see, you cannot always tell from the appearance of the car, whether it has been leaking or tampered with while in transit, or stored in railroad yards.

All railroads have a number of tracks in their yards, which are devoted to the repairing of cars, and these tracks are continually full of both loaded and empty cars. In addition, car repairers and inspectors are frequently busy stopping leaks and making light repairs on other tracks.

Very often shifted grain doors are replaced by the use of Jack screws; then cleated to hold them in place. Repairs of this sort no doubt cover up shortages of many thousands of pounds, and yet these cars arrived at unloading points in apparent good order.

It is the duty of yard clerks to re-seal any and all cars they find with broken seals while on their premises. Many of the railroad companies use duplicate seal numbers, and it is impossible to determine whether or not the seals that are on a car when it arrives for unloading are the same as those put on after sampling, as the same seals would be placed on the car after it had been broken open for theft.

The fact that a car arrives with seals intact is no assurance that its contents have not been tampered with.

It is a fact that railroad officials figure closely to make the running expenses as light as possible, and it is no doubt a mistaken judgment on their part to do this, when it comes to not having sufficient watchmen to properly protect grain in storage yards; thus they are responsible for this condition.

Owing to the congested condition of railroad yards at all terminal points, and the number of embargoes existing, it has been impossible to get grain to its destination within a reasonable space of time. The result is, cars of grain would lay around the railroad yards for days and weeks at a time, inviting theft by grain thieves and coal pickers, which have filled the yards to overflowing this year on account of the scarcity and high price of fuel.

The small force of detectives and watchmen employed by railroad companies are

especially handicapped on account of the difficulty in securing the conviction of grain thieves.

Most of the police justices are simply political hirelings and a word from the alderman is usually sufficient to secure the release of the culprit. Even where a justice tries to live up to his honest convictions, it is hard to make him see the necessity of punishing this class of criminals when the amount found in their possession is apparently so small; but as a car remains in a railroad yard for 8 to 10 days, and if from three to ten women and boys carry away several sacks of grain each day, the amount taken from the car will soon create a serious shortage.

While it is seldom that one of these thieves is caught with more than a bushel or so of grain, it is the frequency of his visits that tells, and the charge for stealing 30 or 40 cents' worth of grain is not considered bad enough to require more than a reprimand.

Chicago, like all other terminal markets, is not free from these conditions and Board of Trade Weighmaster Foss is continually battling to remedy this evil. Little do the grain dealers realize the extent of the work done along these lines by the Chicago Weighing Department. During the past few months it has been instrumental in the arrest of numerous grain thieves. Although convictions were not secured in many cases, it resulted in the breaking up of several gangs and their markets.

The past year I have made personal examinations of many railroad yards in and around Chicago; I have taken the matter up of placing watchmen in unprotected yards, in Chicago, and many other terminal markets, with the management of several railroads, and met with varied success. I feel confident that great improvements will be made towards the proper protection of grain while in the railroads' care, during the coming season, as concerted action by the National and Affiliated Grain Dealers Associations and terminal Weighmaster must be productive of good results.

The shipper, however, must not think that what I have just said is always the cause for real or imaginary shortages, as

there is no doubt but that shortages are largely due to mistakes and carelessness at loading points. The uncertainty of grain lines in cars, and the fact that the capacities marked on them do not refer to the cubic capacities of the boxes, but rather to the carrying capacities of the journals, has much to do with the shortage question.

Instances are frequent where cars of various capacities are of the same dimensions. In fact, many of the 40,000 capacity cars are larger than the 60s. It sometimes occurs that 40,000 capacity trucks are replaced by those of 60,000 capacity, and the box (which still remains the same size) is restenciled as a 60,000 capacity car.

Hence it is obvious that shippers who depend upon estimates must be misled to a greater or less extent on this account. Then, again, the variation in the test weights of grain is misleading; as it often ranges from 2 to 15 pounds per bushel.

It is also an easy matter for a wagon load or two to be placed in another bin or car than the one for which it was intended or possibly diverted in other ways.

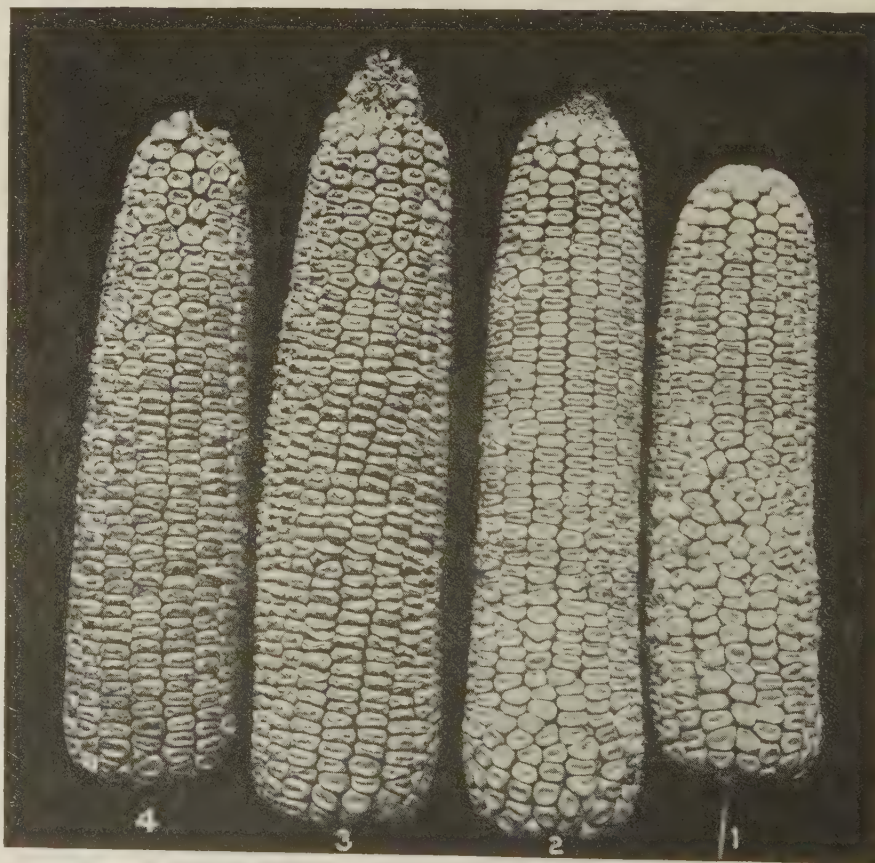
Leaky grain doors are often the fault of the shipper, as many of them do not realize the importance of properly cooperating their cars. There is a terrific strain behind a grain door, and it should be built accordingly.

Do not forget that while we are endeavoring to correct the evils existing at terminal markets, much depends upon the shippers, and they must do their share.

The various grain organizations of today are conducting a work and a campaign of education that is fully as beneficial to the producer as to the buyer of grain.

The associations are continually correcting abuses at terminal markets and the more perfect weights and grades can be made, the higher the price the grain dealer can pay the farmer. Every bushel of grain that is saved at the terminal markets enables the country dealer to handle the grain on a closer margin, which results to the advantage of the producer.

It is possible that the farmers of this country, on account of articles that have appeared in the public press, written by



In selecting seed corn, it is important that all the ears be as nearly as possible of the same type. Ears 3 and 4 are very good ones, but they should not be planted with 1 and 2, as they are fifteen days later in maturing than the latter. In order to secure the best pollenization it is important that all the stalks should shoot and silk at about the same time. The very early and very late stalks are usually barren or partly so, owing to lack of pollen at these times. It is also difficult to secure an even stand with corn of different types.

parties who had no knowledge of association work, have been led to believe that grain organizations were antagonistic to their best interests.

The grain trade, organized as it is today, wields a large influence for right, and is securing better weights and better grades; no class of people are profiting more from this work than the producer.

It has been demonstrated here to-day that the Iowa Grain Dealers Association is interested in the welfare of the man who produces the grain, as it has been practically illustrated, they are using all their influence with the farmers of this great state to plant better seed, thereby enabling them to raise more bushels per acre and improve the quality.

A great many abuses in the various markets in the past few years have been eliminated; a great many more will be corrected in the future, but it is the grain associations that have had charge of this work, and have carried it successfully forward, and the producers are the people who have been benefited above all others.

The public have not been familiar with the campaign of education that has been going on in this country, but the time is not far distant when they will conclude that the grain trade is organized for legitimate purposes and doing a work that adds value to every bushel of grain that is produced.

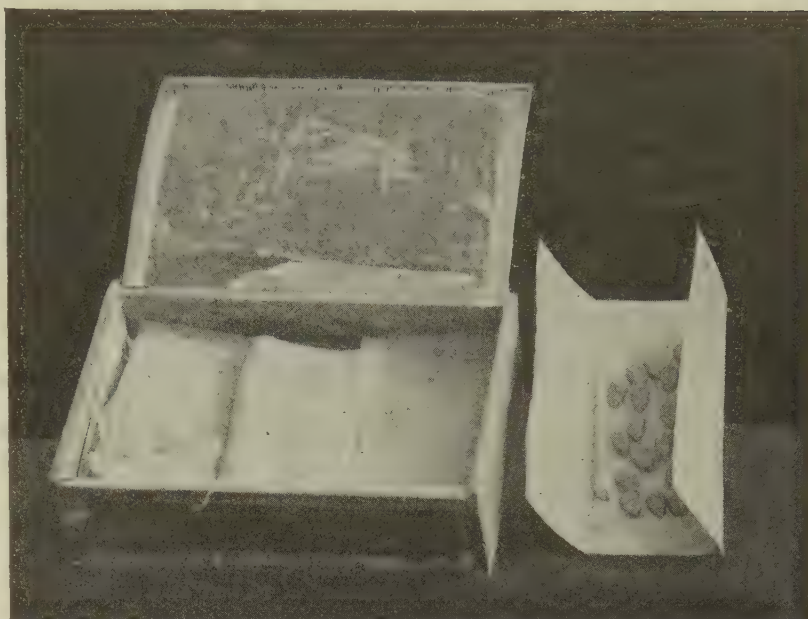
Chairman DeWolf: We are always interested in learning of improved methods at terminal markets. To-night we will learn of improved methods at Kansas City by Mr. W. C. Goffe, Second Vice-President of the Kansas City Board of Trade.

Mr. Goffe made an address, from which we take the following:

IMPROVED METHODS AT KANSAS CITY.

To a great many of you perhaps a few years ago Kansas City was known as, either a place that at one time had had a western boom and then went broke, or, rather, the eastern investor did; or else they did not know it was on the map at all. I don't think any of you, however, could be quite as ignorant as the fellow back at Nantucket that a friend of mine met a few years ago while there, and in conversation asked my friend where he was from. He told him he was from Kansas City, and the fellow said, "Kansas City, Kansas City, isn't there a railroad runs near there?" Of course he told him there were three anyhow—the Wabash, Rock Island and Maple Leaf and they all ran straight from Des Moines. That helped him to get his bearings.

It seemed to be destined that you had to get acquainted with us, and it apparently took a kind Providence to put you next to a good thing, it was done by a drouth, and the cry went up as in olden times, "Send



One of the most convenient methods of testing the vitality of seed corn, showing the box in which are placed folders containing samples of corn to be tested, and a folder ready to put in the box after the edges have been folded down over the corn. Any box will answer the purpose, although the cigar box represented in the cut, or a wooden one like it, is preferable.

us of your corn," and the corn came. The point of distribution and handling of this vast business was Kansas City.

The improvements in Kansas City that I have to speak of date from about this time. Conditions were unsatisfactory to most everybody, especially in the matter of weights.

In order to give you a comprehensive idea of our improved methods it is necessary to review shortly the former methods of conducting the business.

If you were to ship a car of oats or corn to a Kansas City commission man, in the majority of cases he would sell it to a shipper and it would be re-forwarded after having been transferred by shovel on track under the special jurisdiction of no one in particular, and then after being weighed by some interior dealer and a delay of anywhere from two weeks to two months it was just as apt to come back short in weights as not. These shortages were laid at the door of Kansas City.

The method of weighing grain at elevators was also loose and was under the supervision of the State, and for that matter still is. The elevators also sold their

grain on destination weights. These conditions seemed to make it imperative that something had to be done, as those of you who shipped to that market during the fall of 1901 will appreciate. Therefore, a committee was appointed and went to Chicago and investigated the method of weighing grain in that market; and on the basis of their report our Weight Bureau was established and commenced operations in the fall of 1901.

They say that "Imitation is the best flattery," and I trust that our sister market, Chicago, will not ask any higher compliment than this; suffice it to say that the method of weighing grain since that visit and since that time has improved and we believe now is as accurate as can be found at any market in the country.

We overcame many obstacles, but to-day we cover every point, including elevators, mills, warehouses, team tracks and sacking tracks as well as small outside industries who handle business from time to time.

"The proof of the pudding is in the eating of it."

To those of you who have been able to ship your grain to Kansas City it is not necessary for me to make any statement, we believe that you have found everything as I represent.

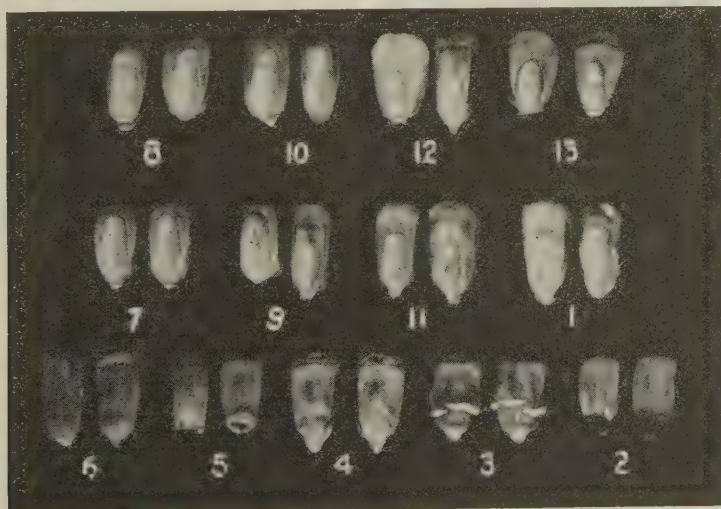
In our annual report for the year we show that there was unloaded in Kansas City 46,305 cars, the total number of complaints during that period were 569. Some of these occurred early in the season when we were not fully in operation. The cause, no doubt, of a great many of these complaints may be found in the condition of equipment.

During the year in question there were received in bad order 4,600 decrepit cars, 195 with end windows open, 1,282 with seals broken, 1,561 with leaky grain doors, 59 that had been apparently robbed. No one particular point was weak as the shortages appear at almost every industry in town, indicating that there are no weak spots, but that the shortages were natural ones and a minimum number at that.

Our last report issued for the month of January shows but 29 complaints out of 5,634 cars weighed that month.

Another improvement as a result of this is found in the fact that a very much larger proportion of the grain coming to Kansas City is unloaded, weighed and settled for right there. 77 per cent of the total receipts were unloaded in Kansas City, as against only 57 per cent for the year before our Weight Bureau was instituted.

The direct result from this increased percentage of grain unloaded there is that the shipper is enabled to get more prompt returns, so that instead of having to wait and take weights from a distant destination after an unreasonable delay, it is now possible in nearly all cases, with the exception perhaps of certain system cars, for grain to be unloaded promptly and returns



Pairs of kernels Nos. 1, 2, 5 and 6 show good, deep, well-filled germs, thus indicating strong vitality and good feeding value. Nos. 3, 4 and 7 show short germs and this indicates weak vitality and low feeding value. No. 8 shows wrinkled germs, indicating immaturity and weakened vitality. No. 13 shows chaff adhering, indicating lack of maturity. No. 12 shows broken outer covering and undesirable state of the cuticle. No. 10 shows darkened end and is generally unhealthy, and of low vitality. No. 9 shows good backs of kernels.

made accordingly. These are two of the principal features to be noted in the improvements that have been accomplished.

Regarding our plans for the future, we can only say that having improved these two very important features we do not propose to stop; we have other things in mind, but the ideas have not yet assumed concrete form.

It would appear that the day has gone past when the terminal market assumes no responsibility beyond doing business in its own particular way. Keen competition makes it necessary to look beyond the realm of its own narrow confines.

The grain dealers association is abroad working out a higher plan of improvement and advancement for the good of its own members and the trade in general. The only way this can be done is by co-operation with the terminal market, and it behooves the terminal market to accord a hearty response to any reasonable request to these ends.

Your great State of Iowa to-day may be likened to a great mountain surrounded by a plain from which flow its streams of water, furnishing life and sustenance to the cities of the plain, and it would be foolhardy to obstruct the natural flow of such a stream, thereby causing a greater volume to go through other channels.

The great movement of grain that comes from your state flows in the course of the least resistance, Minneapolis beckons on the north, Chicago and the Mississippi River cities on the east, while Kansas City beckons toward the Southwest, therefore, just as the water flows avoiding obstructions, just so must the terminal market make the course for this grain smooth or else it will pay the penalty of seeing the movement go in other directions.

The motto of the Commercial Club of Kansas City is: "Make Kansas City a good place to live in." There is a spirit predominating the grain trade to-day which says, "Make Kansas City a good grain market to do business in." We therefore invite your hearty co-operation and assure you that we are ready to do our share toward the good of the trade in general and those in touch with us.

Shortages have always existed and probably always will to a certain extent, just so long as R. R. equipment is poor, just so long as the shipper is careless and just so long as it is possible for human beings to err.

It is not reported that Solomon was engaged in the grain business, but it may be inferred that he was, and experienced some short weights as in the 10th Chapter of Proverbs and 1st verse it is written, "A false balance is abomination to the Lord, but a just weight is his delight." If we can succeed in pleasing the shipper as well as the Lord, we shall feel well repaid.

Chairman De Wolf introduced Mr. E. S. Tompkins of St. Louis, who spoke on Improved Methods at St. Louis.

IMPROVED METHODS AT ST. LOUIS

The President of the Merchants' Exchange received an invitation to come to your meeting, but could not do so. I will say that I am Commissioner of its Weighing Bureau. I am more familiar with the improvements in the way of railroad terminals at St. Louis than with the improvements in the weighing department.

The matter was taken up with a view of establishing as perfect a system as could be made and we secured the rules of the Milwaukee Chamber of Commerce, also Chicago, Cincinnati and other cities in regard to their weights and selected from those rules what we thought would best apply to the St. Louis market. We formed a weighing bureau to take charge of the scales in the city of St. Louis and East St. Louis. When we applied to the city for permission to take charge of the team track scales we met with an obstacle and the mayor refused to allow us to take charge of these scales.

The matter was then taken up by the Merchants' Exchange and they appointed a committee on weights. This committee has been at work and now has inspectors at the terminal elevators. They have a chief inspector who looks after the inspectors at the transfer houses and team tracks and investigates all complaints in regard to weights. It was difficult to get grain thru the terminals across the river when there was a heavy shipment of grain to our market. We took the matter up with the railroads and they have gone to work and bought a large amount of real estate and built additional tracks.

The railroads have also adopted a new system within the last year of settling for foreign cars. In the past they paid so much a mile. It did not matter how long a car was out. At present time settlement is being made on the per diem system.

After cars stand on track a certain number of days the charge is \$1.00 per day. Grain is now being unloaded more promptly than before, dealers are getting more prompt returns on shipments, and the additional railroad facilities has reduced the handling of cars, which always causes more or less leakage. We think this will improve and facilitate the handling of grain in St. Louis to a great extent and with the increased motive power ordered by the different lines will do away with any congestion in our market.

Geo. S. Forest, Miles, Ia., Superintendent of Agriculture for the World's Fair, spoke regarding the work of the Corn Growers Asso.:

HELPING THE MOVE FOR BETTER CORN.

I appreciate very much the kind words spoken by your President here today and also by your Secretary and I want to say that these gentlemen have my thanks and also the good wishes of Mr. Whiting and the members of the Corn Growers Asso. It is with the co-operation of such a body of men as yourselves that we will be enabled to make an exhibit at St. Louis during the next year that will be worthy of our great state. Mr. Wells has been kind enough to furnish you with some literature regarding the Corn Growers Asso. which has probably presented to your minds the fact that a great corn contest will take place at Ames during the short course in corn and stock judging next January. Last year the Iowa Homestead gave us \$100 for premiums. As a result this organization was formed with a determination to take up the work Prof. Holden had already started and organize the people over the entire state to secure the better selection of their seed corn and increasing the yield per acre of corn that would grade No. 2 or better.

I am sorry to say I heard a few remarks here this afternoon that caused me a little uneasiness. A couple of gentlemen in conversation stated they believed this Corn Growers Asso. was put on foot to drive the grain dealers out of business, as though such a thing would be possible or that such a thing had been contemplated at all. We do not wish to control the market in any way. We as farmers are in the habit of turning over our products, what we have left after feeding our stock, to the grain dealers for export.

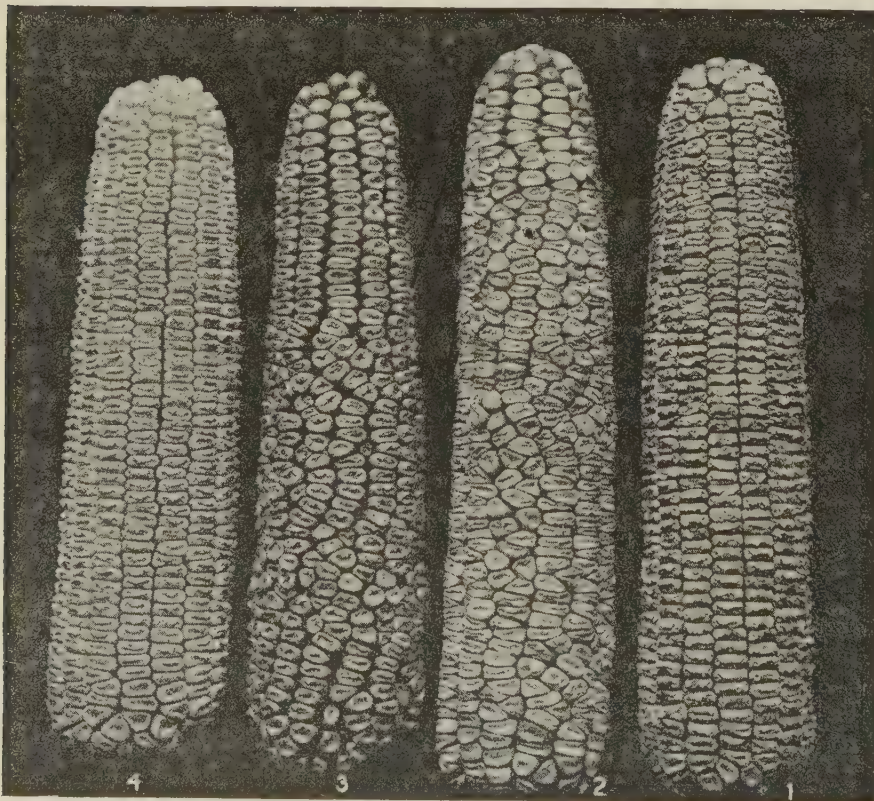
Now you understand as well as I do that every bushel we add to the present product of Iowa is export corn. We produce more corn than any other state in the Union, both in bushels and dollars and cents. Every bushel we are able to add to the yield per acre must be export corn, and your secretary I believe has safely estimated that it is safe to say that we can add to the business of every grain dealer who is a member of this association 25,000 bushels next year. That means something for you.

Prof. Holden has already demonstrated that within the period of one short year an increase of 12 bushels per acre may be attained. This would amount to over 50,000 bushels for every grain dealer in the state for export corn. Does that mean anything to you in the way of profit? We are not running in opposition to you, nor are we any kind of an organization that will come in competition with you in your business, but we are going to produce the crop for you to handle and sell.

At the same time do not suppose that we are going to allow you to have as much in proportion as you have. We are going to feed more to our stock. The farmers in the future will be, as they always have been in the past, progressive, and in order to be progressive in Iowa they must be people who will feed more of their corn and ship less, but, as I say, we are going to increase the yield so much that there will be more export corn.

I have a little to say regarding what you can do for us. We are going to help you in future years, and like every fellow that is down once in a while, we want to borrow a few cents and we want you men to go home with the determination that you are going to do something for us this year, and if you play your cards right we will return the compliment in the years to come. If you do not, just blame yourselves for being caught.

You can take this work up in several ways. In the first place it has been suggested by Prof. Holden that you offer premiums for the best corn delivered to your office on any one year's crop. In the second place, you can take it up by offering premiums for the best corn produced in your county, as several have done in different counties. In my own township I



In selecting seed corn ears 2 and 3 should be discarded as no planter will drop a uniform number of these kernels per hill. Ears 1 and 4 have kernels of uniform size and shape, and when the butts and tips were shelled off the planter dropped 3 kernels to a hill 93 to 95 times out of every hundred tests, while ear No. 3 tested 74-3's, 19-2's, 6-1's and 1-5.

offer premiums to any school boy who will deliver the corn at my farm. This is one way you can get them interested in growing this corn. I furnish the seed to all these boys free of expense.

Mr. Whiting has authorized me to co-operate with Prof. Holden at the Agricultural College. We have combined and have 120 bushels of seed for distribution. We have over 2,000 names we expect to furnish seed to and have enough for any more that will pay 25 cents—the expense of postage and paper bags for shipping it in. The premiums amount to \$2,476. We lack yet some \$400 or \$500 to have that money placed. The Secretary told me you have responded very liberally to the request asking you to make some donation to this premium fund. I will say that after you have become enthused with the subject of corn, as I know you will be before Prof. Holden gets thru with you to-morrow, and have a dollar in your pocket you don't know what to do with, donate it to this premium fund.

I would suggest that you get your banker to offer a premium for the man in your county who gets the prize for the best corn at the contest at Ames next January. There are ninety-nine counties in the state, and consequently you stand only one chance out of ninety-nine of having to pay the amount offered for the premium. On the other hand you will get a little free advertising out of it.

This corn which is exhibited at Ames next year will be preserved to make our exhibit at the World's Fair in 1904. We want you people to help us out in this respect. We want to offer samples of all the different kinds of grain and grass seeds to be gathered in different parts of the state. There are different parts of the state where growing small grain is not a success. We want an exhibit at the World's Fair of all kinds of grain and grass seeds, and it is thru the co-operation of such men as you that we must depend on to get them. Some states are in the habit of going to California to get wheat and show it as their own product. We expect to put up an honest exhibit and want every kernel that is put up to be grown in Iowa.

M. McFarlin, Des Moines: While we are on this subject I would like to know if the state has made any appropriation to encourage this movement. I think Iowa, in grade and color of corn, is twenty years behind Illinois. I think it would be a good plan to get the state to appropriate money to help this work along.

J. W. Radford, Chicago: Two years ago the state of Illinois appropriated \$10,000 for corn breeding. I understand that an appropriation for a like amount is under way this year. I think Iowa ought to be just as liberal.

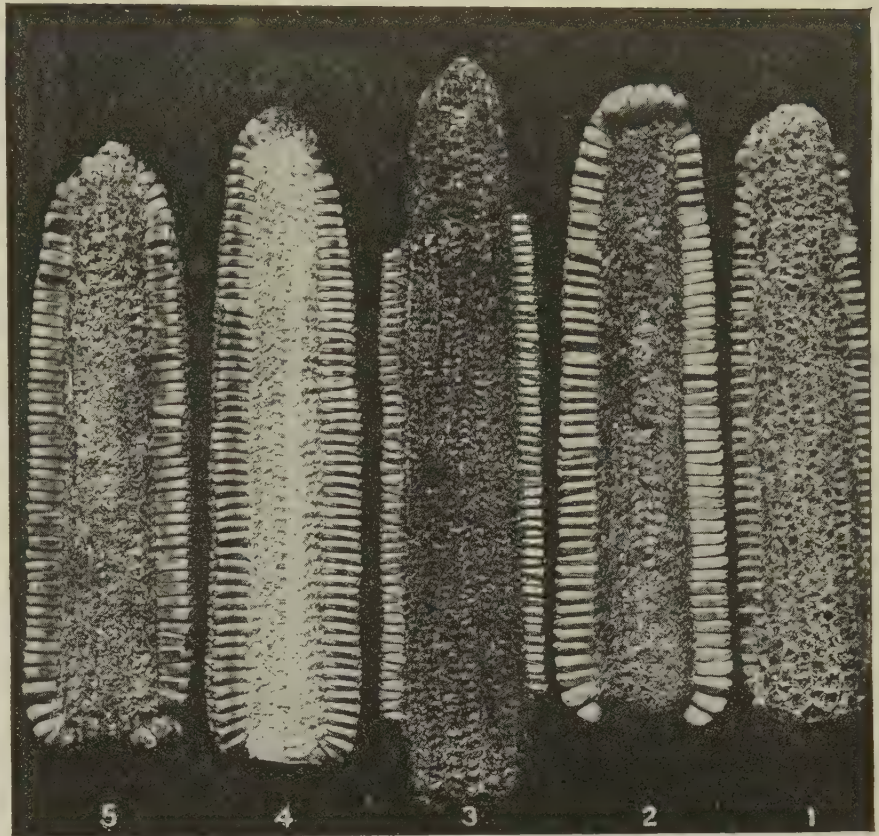
Mr. Forest: Illinois has been breeding corn for four years and has breeding down to a science.

Prof. Holden: When I came over and took charge of the work in Illinois in '96 there was practically no interest in the work, and it took about three years to develop anything like the interest shown here in a few months. When the grain dealers and other associations began to realize what it meant they went to the legislature and drew up a bill and asked for an appropriation of \$10,000 for the study and breeding of corn and this year are going back for a still larger amount.

M. McFarlin: This discussion brings to my mind the thought if the Corn Growers Association and Prof. Holden would co-operate with the grain dealers and go into the legislature we could easily get an appropriation for this purpose. We want to back our friend Holden in a good way.

Chairman De Wolf: No doubt the legislature will pass such a bill when they learn of the nature of this movement. Chief Weighmaster H. A. Foss, of Chicago, was unable to come to this meeting, as had been hoped, but has sent a communication to Mr. Wells, which Mr. Wells will read.

Mr. Wells read the following communication from Mr. Foss:



Ears 5 and 2 illustrate ears of corn with good strong kernels of medium depth. Ears 1 and 3 illustrate very shallow kernels, and if the kernels from these four ears are mixed it is impossible to get them planted evenly. Ear 4 shows space at the cob which indicates weak vitality, low percentage of corn to cob and low feeding value, the valuable portion of the kernel not being filled out. When examined externally these ears all appeared equally good, and this shows the importance of removing several kernels when selecting seed corn.

RELATIONS OF INITIAL AND TERMINAL WEIGHMEN.

Gentlemen:—It is a matter of much regret to me that I am wholly unable to comply with the request of your worthy Secretary to read a paper at your meeting. This being impossible, I am compelled to content myself with a short letter giving expressions to a few thoughts of a general nature. I might, as you well know, say many things in regard to the substantial improvement which has taken place in matters pertaining to weights at Chicago, but as you are likely to hear at length of such improvements from other markets, I shall not inflict more details of that kind upon you.

Time forbids lengthy remarks along any line, but there is a phase of the subject of weights which might well be especially emphasized at this time when so much attention is being directed to details, and that is the relation of the duties of the initial and terminal weighmasters.

It is a duty that every shipper owes to himself, the carrier and his representative at the terminal market, to know exactly, or at least to have a definite idea as to the amount he loads into each and every car. Only in this way can he intelligently determine whether or not the terminal weights are what they should be.

Very often occasions arise where, through accidents, it is necessary to have the shipper's weights, in order to secure an equitable settlement. In many instances, replies to requests for weights have brought forth the information that the shippers of the grain did not weigh it, nor had they the remotest idea as to the amount they loaded. This makes a settlement, in case of an accident, difficult and is apt to create more or less ill-feeling. The number of these replies reporting a failure to weigh or to make an intelligent estimate, has led me to believe that there are numerous shippers who have no facilities, either for weighing or estimating, other than grain lines and capacity marks on cars, neither of which are reliable.

Where, then, it is not possible or convenient to secure actual weights, some re-

liable method of estimating the amounts loaded should be used. If it is necessary to estimate, the great variation in the test weight of the different grains should be taken into consideration. For instance, I have known 16,000 pounds of oats of one quality to fill a space equal to that occupied by 32,000 pounds of another.

In case my remarks on estimating come to the notice of anyone so interested in these matters as to care to write to me on the subject, I shall gladly give whatever information we have.

In the next place, a shipper should see that all cars are properly sealed immediately after loading and before they are allowed to leave his tracks.

Railroads, for their part, should give proper care and protection to cars of grain intrusted to them. A complete record should be made of car movements, condition and seals from the time of loading until unloaded. If seals have been broken during that period for any reason, whether it be theft, repairs, sampling, inspection or otherwise, these records should show that fact and the cause. Such records should be accessible to the shipper or his representative.

My aim, of course, in these remarks, is to increase the sum total of satisfactory results by urging the initial weighmaster to the practice of persistently recording the weights which he expects to secure in the terminal reports on his cars. For I am well persuaded that, in such an event, agreement with the terminal weighmaster will be had in the vast majority of cases, for verily he doth rejoice in accurate records and is wont to believe in them when he knows them to exist. For, we are not all weighmasters; some, to be sure, on a larger scale than others, but all with the same object in view. The shipper should give his weights the same careful attention that he expects of the terminal weighmaster, and the terminal weighmaster should use every precaution to see that cars are given credit for their entire contents. Each must see that his scales are kept in perfect condition and each must see to it that his facilities for weighing, loading and unloading meet the requirements of accuracy.

before questioning the weights of the other.

Where discrepancies exist, we should communicate with each other as to our methods, details of weighing and confine our communications to facts, for such explanations, promptly given, would doubtless aid in locating the cause for many complaints; and, finally, to bring it all home to myself in a practical manner, if your weights on cars shipped to Chicago are unsatisfactory, I would be glad to have you forward them to me at the time of loading, giving car numbers, initials and consignees, so that I can give them special attention while they are in the railroad yards subject to inspection and sampling.

The meeting adjourned to 9 o'clock Friday morning, when Prof. Holden would conduct a corn-judging contest.

Friday Morning.

At the opening of Friday morning's session Chairman DeWolf announced that the dealers were requested to meet on the steps of the Congregational Church to have a picture taken.

Prof. Holden took charge of the corn-judging contest, which occupied all of the forenoon.

Each contestant was given ten ears of corn from which he was to select the best, 2nd best, 3rd best and so on, the seed qualities of the corn to be taken into consideration only.

Friday Afternoon.

The Friday afternoon session of the meeting was devoted to business, and was presided over by Pres. King.

Secy. Wells read the minutes of the last meeting, which were approved.

The Secretary's report was read and adopted.

REPORT OF SECRETARY.

Mr. President and Gentlemen:—

It is impossible for me to give you a report as Secretary of this Association that will give you a complete idea of the details of the work that has been done, or of the results.

The Asso. has now become so well organized and its members have become so much better acquainted with the methods and policy of the work, that there are positive good results that simply develop because of the mere fact of the existence of the Association.

The Iowa Grain Dealers Asso. to-day maintains an influence and a prestige with the trade, and at the same time commands the respect of the grain trade of the entire country, and the general public as well. This is all because of the fact that our work has been conducted with a strict regard for good principles and upon which we may stand openly before the public at all times.

This Asso. is absolutely free from any dominating influence or selfish interest, and your officers have given you an administration that has been positively impartial in every detail.

As Secretary I have used my best efforts and all my energy to secure for each member all the protection possible, that is consistent, keeping in mind at all times the law, the public and the general good of the membership.

I have also endeavored to give to the members all information possible that might be of interest to them, such as crop reports, stock reports, conditions at terminal markets and any other information that I might obtain, as you are probably aware you receive letters regularly from my office on the last day of each month and also on the 10th day of each succeeding month, it being the idea to put out the circular letters of inquiry especially on the last day of the month, and in case of making up tabulated reports relating to such inquiries, to mail them to members on the 10th.

MEMBERSHIP.—This Association was organized in April, 1900, and your Secretary began his work May 15th following without membership and without funds. April 1, 1901, our membership included 701 elevators; April 1, 1902, 793 elevators, and to-day we have 890 elevators in good standing, with all dues absolutely paid in full and not a single delinquent member on the books.

There are about 1,200 elevators in the territory covered by this Association, and I presume that about 150 of them are located in territory where the grain ship-

ping business is so small that we can hardly anticipate securing their membership. This leaves only about 150 elevators that we may reasonably expect to add to our membership in the future. Practically all of these are enjoying continually the benefits of the prestige, influence and work of the Association and should become members. You will thus note the rapid and substantial growth of our membership.

FINANCES.—The Treasurer's report shows a cash balance on hand of \$2,427, besides office fixtures, \$282, making total assets of the Asso. to be \$2,709. The April assessment was passed according to resolution adopted at last Annual Meeting, assessment having thus been made for only eleven months at 70c per elevator during the past year and, considering the increase in cash on hand, would show an actual cost of about 59c per elevator for maintaining the expense of the Association.

The manner in which our members have paid their dues is to be highly commended, as we have not put out any second notices of dues except during the last quarter. This would certainly indicate the high standard of the character of our membership, and also the solidity of the organization.

ARBITRATION.—The Arbitration Committee have had very little to do during the past year. Five cases have been considered and one of them was appealed to the National Arbitration Committee. There have been, however, quite a number of differences referred to me in which I have been able to secure an adjustment between the parties.

It is a noticeable fact that there are less complaints as between shippers and bidders or receivers since the adoption of arbitration by this Asso., and I am sure that our members who are inclined to act unfair in such matters are aware that they must submit to arbitration, that they cannot afford to have the reputation of refusing to arbitrate such differences. Most of the differences seem to come from two sources:

First, because of carelessness in making trades.

Second, because of sharp practice, or taking advantage of technical points in making trades.

I have noticed that there are a few country shippers who seem inclined to "hold up" the bidder or receiver for small differences when they know that they are not wholly in the right, believing that the expense of suit will be so much that the bidder or receiver will balance accounts rather than be at the expense of the suit.

I have also noticed that bidders and receivers are sometimes inclined to overreach in these matters and there is no question but that the very fact of the existence of the Asso. and its arbitration rules effects a strong influence to prevent the occurrence of these differences. During last month I wrote a circular letter to about 200 bidders and receivers asking for complaints against our members. I received replies from a large number of them and not a single complaint was offered.

TERMINAL MARKETS.—We have been continually using our influence with the different Boards of Trade at terminal markets, and also with local receivers for the improvement of methods and correction of abuses. The different Boards of Trade have always given us their most courteous official consideration and recognition, and we are invited by every one of these Exchanges to suggest and confer with them. According to resolution on terminal shortages passed at last Annual Meeting, I addressed letters and received replies as follows: [The Sec'y read correspondence with secretaries of Commercial Exchanges at Minneapolis, Milwaukee, Chicago, Peoria, St. Louis and Kansas City.]

DISSEMINATION OF GENERAL INFORMATION.—During last season we published a crop report. It was not the purpose originally to make up crop statistics but merely to give a monthly report of crop conditions as furnished me by the members, using the average of all the reports of each district as a basis for each district separately. I believe our system is good, but that we can improve on the accuracy of the report with experience.

Our monthly report of the stocks of grain in country elevators seems quite satisfactory as showing the tendency of the dealers to accumulate or reduce their holdings, comparing each consecutive month or by comparison of same months of each year. We are getting these reports from about one-half of our membership as a rule, but we should get reports from three-fourths of them.

Our work giving out circular letters of information on different matters seems

to be increasing and we do not give our members as much of this matter as we might do if our time and facilities would permit. As you know, we frequently put out blank letters of inquiry and we find there are certain members who do not respond to them. I presume partially because of indifference and, possibly to some extent, because they do not feel interested in the particular matter referred to. I wish to state to such members that you are simply throwing cold water on your Secretary, and if you wish to have him succeed in his work you should co-operate by giving attention and making replies to such inquiries.

IN GENERAL.—The work of your Secretary is not exactly like the work performed by any other living man. He must, to a large extent, so far as details go, stand or fall alone, as there are no precedents and no rules by which he may be governed. In exercising the influence and prestige of the Asso. he finds himself facing the largest commercial interests of the country, also the public at large, and "boys' play" or inconsistent action will not win out results.

He sometimes starts off with some idea that he imagines will benefit the members, only to see his efforts going off in thin air, and he feels like he had been indulging in a "pipe dream." He simply must "grind away" first to invent his propositions and then to work them out.

This Asso. has been fortunate in having a President and Governing Board, who have so ably assisted in outlining the policy of the Asso., and I desire to express my hearty appreciation of their assistance.

You have also been fortunate in having so able and competent an Arbitration Committee, and I also desire to express to them my personal appreciation of their services.

I also desire to acknowledge the kindly disposition of the members toward me and of their general co-operation in the work.

In closing, I venture to make the assertion that there is not in existence to-day as large a body of representative business men in one organization that can show a better record of honor and business integrity than the members of the Iowa Grain Dealers Asso.

Treasurer's report was read by Mr. Wells, reported correct by the Auditing Committee and upon motion adopted.

Chairman DeWolf of the committee appointed at the annual meeting in 1902 to investigate the advisability of forming a mutual fire insurance company in connection with the Iowa Grain Dealers Asso., reported as follows:

REPORT OF INSURANCE COMMITTEE.

The committee appointed to investigate and report on the advisability of forming a mutual fire insurance company in connection with this association, after investigation find the insurance field fully covered, believe the organization of a new company thoroughly unnecessary and the amount possible to receive from members taking insurance would render it impracticable. We do not believe it the object of this association to interfere with any other business, and in view of these facts recommend that no action be taken at the present time.

It was moved and seconded that the report of the committee be accepted. The motion was carried.

The Committee on Resolutions made the following report. Capt. Russell moved that the Secretary be instructed to wire Mr. Lockwood the seventh resolution. The chair changed the motion as follows: That the resolution be adopted and wired to Mr. Lockwood. Capt. Russell consented to the change, the motion was seconded and carried.

RESOLUTIONS.

RESOLVED, That the action of the Kansas City Board of Trade is highly commendable, in the improved methods established during the past year in that market, and the members of the Iowa Grain Dealers Asso. hereby voice their appreciation of the adoption at Kansas City of the rule that settlements for grain passing through that market for interior points shall be made on Kansas City weights and inspection, and of the rule that re-inspection or rejection of any grain sold in that market must be demanded by one o'clock p. m. of the day next succeeding the purchase, also the establishment of a thorough

and competent supervision of weights in that market.

RESOLVED, That we note with much satisfaction the efforts being made and the good results accomplished by the Merchants' Exchange of St. Louis in the improvement of the conditions of that market relative to weights and inspection of grain, also in regard to the railroad terminal facilities.

WHEREAS, The membership of this Association, although now large, does not include all the active and prosperous dealers in this territory, there being a little more than one hundred such not in the fold, and

WHEREAS, All grain dealers in the ter-

Agriculture, the Iowa Corn Growers Association and this Association are now making an earnest, united effort to bring about such improvements; and

WHEREAS, The actual expense of carrying this work to a successful conclusion is too great to be expected from individual contributions; therefore,

RESOLVED, That the members of the Iowa Grain Dealers Association in Annual Convention assembled, April 3, 1903, respectfully request the next legislature of Iowa, and urge the members thereof, to make an appropriation of a sufficient sum to successfully carry forward this good work already begun, that instead of being as

RESOLVED, That the influence of this Association as an organization should be directed toward the payment of as high prices for grain by its members as are consistent with reasonable business success, and margins greater than are necessary to cover the expenses of conducting the business and leave a fair and reasonable compensation should be discouraged.

It being reported that the health of one of our charter members, Mr. B. A. Lockwood, is considerably impaired, necessitating his removal to a Southern climate, and

WHEREAS, Much of the success attending our work is traceable to his active and



Some of the dealers attending meeting of Iowa Association at Des Moines, April 2 and 3, 1903.

ritory covered by this Association are receiving the benefits of the organization, whether members or not; and

WHEREAS, We believe each and every grain dealer should be willing to assist in the expense of carrying on the work of benefit to himself; therefore

RESOLVED, That we invite each of those one hundred or more grain dealers to join this Association, and urge all of them to affiliate as members with us.

WHEREAS, The members of the Iowa Grain Dealers Association are large patrons of the Illinois grain markets and pay large sums annually for the support of the Inspection Department at these markets, the appointments in which are now made for political reasons, and not because of fitness or merit. Many years of experience having taught us that the method never has and never can produce equitable, fair and just inspection of grain. Therefore be it

RESOLVED, That we most heartily commend the efforts now being made by the Grain Dealers National Association, the Illinois Grain Dealers Association, Boards of Trade and general grain trade of Illinois to secure the adoption of a law applying real civil service rules as embodied in House Bill No. 1 as originally adopted, to the Illinois Inspection Department and we most earnestly urge that the sincere and active efforts now being made, be continued until the desired result is secured.

WHEREAS, There is opportunity for great improvement in the kind and quality of cereals now being grown in the State of Iowa, particularly in the corn being raised, and the improvement that may be so made, if accomplished, will add millions of dollars to the income from the farming land in the state, and result in large benefit to the people; and

WHEREAS, The Iowa State College of

now, that better grains being produced in other states than are grown in this state, it may be said of our agricultural products, as well as in respect to other things, "of all that is good Iowa affords the best."

RESOLVED, That the members of the Iowa Grain Dealers Association note with pride the high rank attained by the Iowa State College of Agriculture and Mechanic Arts, and we congratulate the people of the state on the excellent work being done by that institution in the interest of the advancement and improvement of all branches of agriculture.

That we believe the prominent place given by it to matters pertaining to agriculture and the energetic and capable manner in which those matters have been carried forward in recent years have been a very important factor in placing the college in the distinctive position it now occupies, second to no other of its character, as well as being of inestimable value to the agricultural interests of the state.

That we regard the agricultural feature of that institution of so much importance and benefit to the people of Iowa that we commend the prominent and active continuance of that part of its work and respectfully request the Board of Trustees to so act in the election of a President for the college to fill the existing vacancy that the person so selected will be in entire accord with that feature of the college work, and use the influence of that office in its favor.

WHEREAS, It is well understood that the natural inclination in business is toward large profits; and

WHEREAS, The object of this organization is not for the purpose of maintaining excessive margins or fixing prices; and

WHEREAS, The producers of grain are entitled to a fair and equitable price for the produce they offer for sale; therefore,

judicious work, timely and wise counsel; now, therefore, be it

RESOLVED, That an expression of our profound sympathy be extended to him, over the signature of our President and Secretary, conveying our sympathy and esteem with our sincere best wishes for his early and complete restoration to health, home and friends.

WHEREAS, Through the untiring efforts of our very efficient Secretary, Geo. A. Wells, and our able President, Jay A. King, the work of the Iowa Grain Dealers Ass'n has attained a degree of perfection never expected, and our membership has reached a number which includes the name of practically every progressive grain dealer of the territory covered by our organization; therefore be it

RESOLVED, That we tender them a rising vote of thanks as a mark of appreciation of their efforts in behalf of the grain trade of Iowa.

RESOLVED, That a vote of thanks be tendered to Mr. W. C. Goffe of Kansas City, Mr. E. S. Tompkins of St. Louis, Mr. Geo. A. Stubbins of Chicago and Mr. Geo. S. Forest of Miles, Iowa, for their interesting and instructive addresses; also to Mr. Osik of Chicago for his vocal entertainment.

Prof. Holden: I want to thank you for your kindness and opportunity given us to present this work, and to extend to you the sincere thanks of the Agricultural College for your support of the college work.

Pres. King: It has been suggested that we publish this lecture which Prof. Holden has given us. It might be in order to

ask Prof. Holden if he will furnish us with this information.

Prof. Holden: I will be very glad to do so.

Pres. King: We will consider it the desire of the members to make such publication.

Chairman McFarlin of the Nominating Committee made the following report: In making the report for the Committee on Nominations, I will say that altho we have selected the same officers for a third year it was not because we did not give the matter very careful attention. As to re-nominating the present incumbent of the presidential chair will say, that we could find none better. On the governing board we found men who no doubt could fill the places successfully, but we discussed the question as to whether they would do better than those who have had two years' experience on the board and decided to allow the same men to remain. The Nominating Committee, with these explanatory remarks, beg leave to report that after carefully considering the matter it respectfully recommends the re-election of the old officers and governing board as follows: President, Jay A. King, Nevada; Vice-President, M. E. DeWolf, Laurens; Governing Board, E. J. Edmonds, Marcus; E. L. Bowen, Des Moines; D. Milligan, Jefferson; Phil Dietz, Walcott; S. J. Clausen, Clear Lake.

The report was adopted.

Pres. King: As a rule it is the practice to pass the offices of an institution around so that all members may have the honor of filling the places. But I do not suppose it matters any with this organization. The principal object is to have certain things done, and if these are done it does not matter who the officers are. Personally, I would have been pleased if some one had been selected in my place, but I assure you that the selection of myself for the fourth term as president of this association is a compliment that must be appreciated. It seems to me to indicate by the re-election of all of these officers that the work of the association has been eminently satisfactory. I will say one thing for the entire official board, that it has been their constant endeavor to so conduct the affairs of this association that no one outside of it will have reason to find fault, much less any legal objection. The questions that have come up at this meeting have covered pretty well all features of our work, and I am sure nothing has been said that anybody could find any objection to. We believe we have the right to organize for self-preservation, and that we can do this legally and justly. We have aimed to act at all times in conformity with the laws of the state. We have consulted as good legal counsel as there is in the state and have their written opinions, so that we can refer to them at any time and find out where we are. The officers of the association feel certain that nothing has been done to which any legal objection could be made. I thank you for the compliment of re-election and hope that the association may be, if possible, better in the future than in the past.

Capt. Russell moved that the meeting adjourn. The motion was seconded and carried.

The meeting adjourned at 4 o'clock.

CONVENTION ECHOES.

W. L. Pennv had a Cook Gasoline Engine on exhibition.

One Missouri dealer—C. E. McWilliams, Plattsburg.

Kansas City was represented by W. C. Goffe, of Goffe, Lucas & Carkener.

The farmers present (not from Chicago) seemed to enjoy the meeting.

Emil Butz distributed letter clasps with the compliments of Rosenbaum Bros.

Tennessee sent one man—S. M. Bray, representing Williams-Fitz-Hugh Co., of Memphis.

Minnesota was represented by C. A. May, Secy. of the So. Minn. and So. Dak. Grain Dirs. Asso.

Prizes for corn judging were awarded by Prof. Holden to the following con-

Case, Capt. M. T. Russell and H. P. Brown; Calumet Grain & Elevator Co., by C. H. Casebeer and F. E. Gulick; Chas. Counselman & Co., by Geo. H. Lyons; Fyfe, Manson & Co., by F. Faulkner, W. M. Christie and L. H. Manson; Gerstenberg & Co., by A. Gerstenberg and F. S. Landers; F. H. Hancock; H. Hemmelgarn & Co., by O. C. White; J. P. Mackenzie, by C. Osik; Nash-Wright Company, by D. W. Burry; Neola Grain Co., by C. D. Dillin and A. G. Rice; Northern Grain Co., by J. J. Donahue, J. H. Barrett, L. W. Gifford and C. E.



Interior of Concrete Belt Gallery of Geo. T. Evans Elevator, Indianapolis.

testants: H. L. McCombs, De Soto, Ia., 1st prize of \$15; W. R. Taylor, Alden, 2d prize of \$10; N. J. Milhaem, Miles, 3rd prize of \$5.

As usual, the Des Moines dealers kept open house and mingled with the dealers and made all feel welcome. The Mayor, altho he does not look like a grain dealer, was admitted to the fold and permitted to pose with the grain dealers on the church steps.

It was surely a corn meeting—corn on the stage, corn on the tables, corn on the coat lapels, as well as the minds of every dealer present, and a corn-fed nightmare bred and owned by the La Crosse Plow Co., La Crosse, Wis., appeared on the front cover of the program.

St. Louis was represented as follows: Brinson-Wagoner Grain Co., by T. C. Taylor; Daniel P. Byrne & Co., by R. H. Wheeler; Eaton, McClellan & Co., by R. E. McClellan; G. L. Graham & Co., by G. L. Graham and S. T. Marshall; St. Louis Traffic Bureau, by E. S. Tompkins.

Immediately following the adjournment of Thursday afternoon's session an elaborate buffet luncheon was served in the banquet hall on the same floor, where all the dealers ate until they could eat no more and then returned to the meeting hall for the evening session. At the close of the evening session the dealers were again invited to return to the banquet hall and help to relieve the congested condition of the commissary department. These annual treats, tendered with the compliments of the Des Moines dealers, are surely more than appreciated by the members of the state association and visiting dealers. The luncheon always goes far towards making the visitors feel thoroughly welcome.

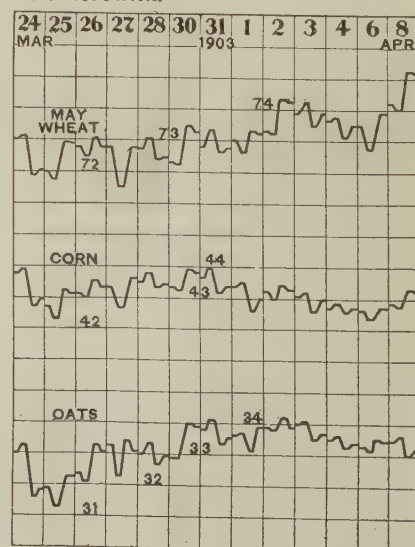
Chicago houses were represented as follows: Alton Grain Co., by C. A. Tower; Armour & Co., by W. G. McDougal; Bartlett, Frazier & Co., by C. G.

Giles; Pratt & Buckley, by J. W. Cheek; Pope & Eckhardt, by J. W. Radford; J. Rosenbaum Grain Co., by H. H. Ray; Rosenbaum Bros., by F. C. Harvey and Emil C. Butz; Ware & Leland, by G. W. Ehle; Weare Grain Company, by E. A. Armstrong, E. G. Brown, C. E. Hunter and Ely E. Weare; F. E. Winans.

Among the Iowa dealers present were: W. B. Agnew, Fairbanks; H. H. Aldrich, Madrid; L. L. Archer, Ruthven; G. W. Armfield, Redfield; W. Bakley, Ogden; C. Belz, Conrad; M. E. Blazer, Churdan; W. R. Blum, Klemme; M. H. Bornberger, Gowrie; B. F. Bradley, Rippey; J. S. Blasdel, Ayershire; E. S. Blasdel, Gowrie; G. C. Brickey, Stilson;

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago, for two weeks prior to April 9 are given on the chart herewith.

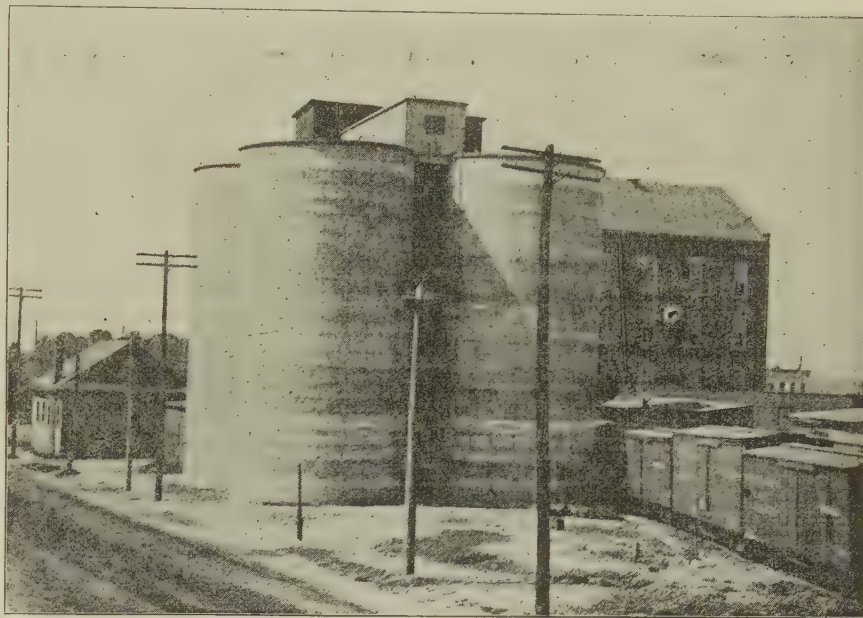


L. R. Brown, Dawson; Manley Brown, Rolfe; C. C. Buck, Hubbard; H. S. Buell, Livermore; P. C. Carlson, Farnhamwell; R. B. Carson, Moulton; F. B. Carson, Gladstone; F. H. Carter, Berkeley; S. J. Clausen, Clear Lake; S. B. Click, Florence; J. G. Cornelison, Adel; A. L. Cox, Marshalltown; J. C. Culbertson, Glidden; P. A. Cummings, Rock Valley; M. E. DeWolf, Laurens; A. N. Drummond, Guernsey; E. J. Eberhart, Newton; E. L. Ericson, Story City; D. A. Evans, Lohrville; D. A. Fesler, Riverside; E. A. Fields, Akron; H. E. Fitz, Calendar; P. R. Frase, Nevada; S. B. Fritz, Pocahontas; O. Gangstead, Badger; F. A. H. Greulich, Marion; H. Griffin, Goldfield; T. E. Haines, Altoona; K. A. Harper, Van Horne; W. F. Harris, Williamsburg; O. O. Helgen, Ruthven; E. C. Hemphill, Dexter; H. H. Hennings, Ogden; C. H. Herman, Boone; J. M. Hlodik, Manila; H. W. Iblings, Geneva; P. J. Jacobson, Gilman; I. E. Jackson, Cedar Rapids; C. H. Jasper, Newton; D. J. Jenks, Coon Rapids; E. G. Johnson and B. J. Johnson, Cambridge; J. W. Johnson, Newhall; J. W. Johnson, Pioneer; O. M. Johnson, Slater; L. J. Kaiser, Minburn; J. A. King, Nevada; J. E. Knudson, Milford; W. Lancaster, Bradgate; J. F. Larson, Gowrie; J. H. Larson, Roland; A. Lau, Klemme; K. K. Liquin, Clinton; H. L. McCombs, De Sota; J. H. McKeane, Sioux City; W. C. Marsh, Nemaha; E. P. Michener, Cummings; J. E. Miller, Independence; P. J. Miles, Oelwein; W. J. Millhaem, Miles; D. Milligan, Jefferson; A. Moorehouse, Glidden; L. B. Munger, Renwick; J. J. Oliver, Cummings; D. L. Patton, Laurel; H. W. and I. L. Patton, Newton; M. M. Patton, State Center; D. S. Patty, Redfield; P. R. Peterson, Badger; C. E. Phillips, Luverne; J. J. Quinn; A. W. Randall, Conrad; J. Reidy, Winthrop; P. L. Rivard, Pocahontas; H. E. Roberts, Rippey; H. M. Schamel, Dallas Center; A. Schneider, Garner; W. F. Stephenson, Bondurant; W. R. Taylor, Alden; H. A. Thake, St. Anthony; J. A. Tiedeman,

Fonda; W. T. Thorpe, Baxter; E. S. Troxel, Melbourn; D. K. Unsicker, Wright; G. L. Webster, Eagle Grove; J. W. Weikel, Jordan; F. E. Wheeler, Ventura; R. Whitaker, Dallas Center; J. White, Rolfe; W. A. Whiting, Washington; S. B. Williams, Madrid; J. A. Winkel, Bancroft; F. C. Wilson, Grinnell; W. Wolf, Bouton; A. J. Zingre, Mason City.

Concrete Elevator of George T. Evans, Indianapolis, Ind.

The accompanying half tones illustrate the first successful concrete elevator built in America. The plant was designed and built for the Geo. T. Evans Flour Mills of Indianapolis, Indiana, by the John S. Metcalf Co. of Chicago. Construction



Geo. T. Evans Concrete Elevator, Indianapolis, Ind.

The government of New South Wales has purchased thousands of bus. of seed wheat for the drouth-stricken farmers and settlers.

"Fortune is usually on the side of the industrious, as the wind and the waves are on the side of the best navigators."—Rosenbaum Bros.

was finished in 1900, but publication of illustrations and description of the plant has been delayed in order to give the owners ample time to test the elevator thoroughly. These tests have been eminently satisfactory, no weaknesses of design or construction have developed, and the Flour Mills Co. report that it has no fault to find in any particular.

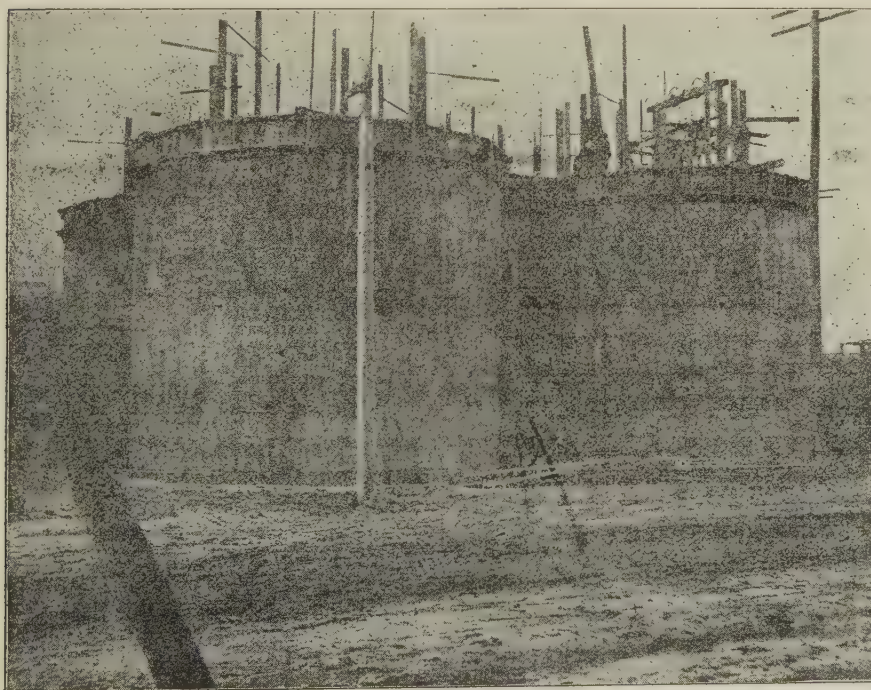
The elevator consists of four circular concrete bins 26 feet in diameter by 48 feet in height, with one resultant bin in the midst of the four, giving a total storage capacity of 85,000 bus.

The walls of the bins are built of concrete reinforced with steel rods. Grain is brought to them by means of a belt conveyor running in a gallery which is built entirely of reinforced concrete. The bins empty onto another belt conveyor which carries the grain away through a tunnel of a construction similar to that of the gallery.

The windows are of wired glass in metal frames, thus making the entire plant absolutely fireproof.

In the accompanying illustrations, the marks which make the tanks appear to have been built of concrete blocks, and which give the gallery the appearance of wood construction, were made by the forms used in building. The general plan of laying the concrete for the tank walls is seen in the third cut.

The owners state that not only does the resistance of the concrete to conduction of heat prevent the grain from sweating, but they have found that wheat is actually improved in condition by storage in these tanks. It is anticipated that the success of this form of construction will attract widespread attention from millers and others desiring first-class fireproof storage at moderate cost.



Bin of Concrete Storage Plant at Indianapolis under construction.

Grain Trade News

CANADA.

Point Edward, Ont.—S. H. Troman-hauser has the contract for the erection of the new eltr.

Fort William, Ont.—The shipment of large quantities of wheat has been arranged for lake and rail and all water.

Fort William, Ont.—One of the workmen on the new eltr. E was severely injured April 1 by falling 40 feet to the dock.

Winnipeg, Man.—The 10 eltrs. which are being built by the Crown Grain Co. on the line of the C. P. Ry. will each have a capacity of 60,000 bus.

Wallaceburg, Ont.—Mr. O'Leary has purchased the old mill of J. D. McDonald at Port Lambton and will remove it to Wallaceburg and turn it into an eltr.

Winnipeg, Man.—The C. P. Ry. has announced that it will construct side tracks at 18 different points on the line this year, on which eltrs. are to be located.

By purchase of the Great Northern the Canadian Northern has obtained an eastern outlet of great value with terminals and a large grain eltr. at deep water.

Regina, Assa.—H. W. Laird & Co., grain merchants, have organized the Regina Storage & Forwarding Co., which is to provide distributing facilities for those merchants who require less than carlots.

Fort William, Ont.—Harbor Master Oakley has received orders from the government, cancelling the order to remit all dues collected on United States vessels, which has been in force for 3 years.

Brandon, Man.—L. S. Patterson, who was arrested at Detroit, Mich., for alleged embezzlement from the Lake of the Woods Milling Co., escaped from the custody of the officer bringing him to Brandon and made his escape.

The Grand Trunk Pacific Railway Co. has been incorporated to build from a point near Quebec to either North Bay or Gravenhurst, westerly to near Winnipeg, Battleford, Edmonton, Dunvegan and Port Simpson on the Pacific.

Moosomin, Assa.—John McCurdy and J. S. Sutcliffe, under the firm name of Sutcliffe-Muir Milling Co., Ltd., will build a 40,000-bu. eltr., a 250-barrel mill and a feed mill. The Allis-Chalmers Co. will furnish the plans and part of the machinery.

Winnipeg, Man.—The Grain Exchange has indorsed the proposition of the Territorial Grain Growers Asso. for a meeting of representatives of grain, agricultural and railroad interests, to consider amendments to the Grain Act, and has appointed 5 delegates to attend.

The new Dominion transportation commission will report on whether the canals are deep enough to meet the growing demands of the grain trade, on the improvement in facilities for transshipment of grain at Port Colborne, and on the best means of providing speedy transportation to the seaboard.

A census bulletin shows that 76 per cent of the farms are unimproved, and only 6,569,000 acres out of 190,963,000 in Alberta, Assiniboia and Saskatchewan have been taken up as farms. Less than

1 per cent of the area is under crops. In 1901 the acreage of grain, pease and potatoes was only 694,000. The possibilities for expansion are immense.

Winnipeg, Man.—The Imperial Eltr. Co. has let the contracts for the erection of 20 of the 75 eltrs. which the company has planned to build, and which will have a capacity of 35,000 bus. each. Mr. Bettingen, as mgr., will have his headquarters at Winnipeg, but will put in part of his time at Minneapolis, where the commission firm of W. J. Bettingen & Co. will maintain an office.

Farmers disagree over the amendments wanted in the Grain Act. In the older, settled districts of Manitoba the farmers generally have each sufficient grain of one kind to load a car, and consequently favor the rule of one car to each applicant. In the Northwest Territory farmers are more inclined to depend on the eltrs. and believe the eltrs. ought to have half of the whole number of cars loaded at any station.

Winnipeg, Man.—The Board of Trade has received a letter from the Liverpool Corn Trade Asso. indorsing the stand taken by the Board against any amendment being made to the Manitoba Grain Inspection Act, which would permit of an issue at Montreal of original certificates for Manitoba grain. Manitoba now enjoys a deservedly high reputation, and the Liverpool Asso. protests against the adoption of the Montreal Grain Exchange proposition.

Citizens of Goderich, Ont., called upon the minister of public works at Ottawa, March 27, to advocate the construction of a breakwater at that port. From Goderich grain can be transported through Canadian territory to the seaboard instead of being taken around by water to Buffalo and shipped from United States ports. Late in the autumn the big grain ships cannot unload at Goderich, which has not protection from the heavy northwest gales which frequently occur. Last year 12,000,000 bushels of grain went into Buffalo which should have gone through Canadian territory from Goderich.

CHICAGO.

The car shortage has been relieved materially.

A. I. Valentine, pres. of the Armour Grain Co., has returned from Florida, after a month's absence.

R. W. Rathborne, the oldest member of the Board of Trade, has posted his certificate for transfer.

Charles F. Lias has been appointed inspector of flaxseed and E. W. Harris assistant inspector of flaxseed.

John G. Beazley, who has been a member of the Board of Trade since 1869, died March 29, at his home in Evanston.

The invitation of the St. Louis bucket-shop men to join their asso. has been most respectfully declined by Pres. Warren.

Farnum, Sickel & Co. incorporated, \$25,000 capital, with offices at 234 La Salle st., in the old headquarters of Mr. Sickel.

Chicago Grain & Eltr. Co., incorporated, \$200,000 capital. Incorporators:

John J. Stream, Clarence W. Day and John H. Miller.

The Board of Trade Mutual Benefit Asso. has gained 57 new members since Jan. 1, and the payment for each death has increased to \$3,000.

The Geo. T. Sullivan Eltr. & Grain Co. has been incorporated under the laws of South Dakota, with \$5,000,000 capital. Is he seeking a divorce from the bucket-shops?

The Panther, the first grain steamer to leave with a grain cargo this season, had a crew of non-union firemen. Under the government license engineers and pilots cannot refuse to work.

Grain shipments from Chicago for the week ending March 4, were 2,989,000 bus., compared with 3,184,000 bus. for the preceding week and 1,256,000 bus. for the corresponding week one year ago.

J. Rosenbaum, who is now in Europe, with Mrs. Rosenbaum and son, W. S. Rosenbaum, will visit Glasgow and Liverpool, Paris, Berlin, Hamburg, Brussels and Mannheim, before returning to Chicago.

A partial revulsion of sentiment on puts and calls is indicated by the number of signers on the petition to the legislature. Two years ago a vote of the members of the Board of Trade stood 623 against and 175 in favor of privileges.

How can members of the quotation factory in the Imperial building call themselves legitimate when a new rule of that institution permits offsetting trades of customers on opposite sides of the market, the cardinal principle of bucket-shops.

Already well supplied with suitable locations for grain eltrs. Chicago is to have more available sites. The Indiana Harbor syndicate will build a canal 21 ft. deep, 3½ miles long, to the Calumet river. A belt railroad will parallel the canal.

Sam Finney, who has shared the offices and facilities of Churchill & Co., since he started in the grain receiving business over a year ago, has severed his pleasant relations with that firm to move into offices of his own at 425 and 426 Rialto bldg.

The W. R. Mumford Co., which operates branch offices at Minneapolis, Milwaukee, St. Louis and Kansas City, has greatly improved its private wire service, and has just added a stock and bond department with direct connection with the New York Stock Exchange.

The Weare Grain Co. has taken over all the commission business of the Weare Commission Co., including all the private wires and branch offices and other business connections that have been built up during the 42 years of its existence. E. E. Weare is pres., Thos Skinner secy., and E. G. Brown, treas.

Nearly 800 names are signed to the petition to the Illinois legislature urging the passage of the bill removing restrictions on trading in futures, options and privileges. The speculative contingent is almost a unit in favor of passage of one of the 3 bills that will give trade the same freedom in Illinois as in all other states.

The gun loaded by the "promoters of speculation" is likely to do more damage at the butt end than at the muzzle. That the effort to get around the Illinois law and the Board of Trade rules "via" Milwaukee proves inconvenient, unprofitable and dangerous, is clearly evidenced in the strenuous effort to legalize the so-called "puts and calls" in the measure now

pending before the legislature. Pope & Eckhardt Co.

N. K. Fairbank, formerly active in the grain market, died March 27, after a long illness. Mr. Fairbank went west in 1855, as representative of David Dows & Co., grain merchants of New York, and in the same year joined the Board of Trade, of which he was a member until 1901, having served as pres. and vice-pres. Mr. Fairbank was the originator of the famous wheat corner of 1872, when wheat went to \$1.60 $\frac{3}{4}$.

The Nickel Plate Eltr. at 89th street and the N. Y., C. & St. L. R. R., was burned at 11 p. m., April 4, together with 6,000 bus. of oats in transfer, and 9 cars of grain on track close by, one of which, containing corn, was completely destroyed. Loss, \$50,000. The house was operated as a transfer and clipping eltr. by H. G. Chase. The railroad company contemplated rebuilding on a larger scale, with storage capacity for possibly 250,000 bus., on practically the same site.

An April joke was played on several prominent Board of Trade firms by the grand jury last week. A few members of the jury voted to indict the firms for alleged bucket-shop trading, and a statement that the jury had indicted the firms named was given to representatives of the press, which seized upon it as a sensation. No indictments were voted against any of the firms; and, subsequently, when the law had been explained to the jurors by the state's attorney, the few who had voted for indictment saw their error, and unanimously voted no true bill.

W. S. Crosby of Logan & Bryan appeared before the judicial committee of the Illinois House March 26 to enlighten the members on trading for future delivery, as practiced on the Chicago Board of Trade, and to urge the passage of Representative Arrand's bill providing that options to sell or buy at a future time any grain or other commodity or stock of any railroad or other company shall be illegal only when neither party to the contract intends to receive or deliver the thing bought or sold and when both parties intend to settle by the payment of differences.

At a meeting, March 29, of 1,800 representative business and professional men, including Mayor Harrison, Graeme Stewart, and many city and state officials, the following resolutions were adopted: We condemn the so-called civil service bill, as now passed by the house of representatives, which, by submitting its enactment to an impossible referendum, by retaining nearly all those now in office, however incompetent, and by depriving any future commission of all power to enforce its rulings by penalties, is but a subterfuge and a parody of the merit system, and we protest against its enactment as a law. Such a bill as this is but vicious hypocrisy, tending to delay the establishing of decent and responsible service in this state. We demand the passage of a bill which would, in substance, effect the purposes contemplated by the house bill No. 1 or the Illinois Civil Service Asso.'s bill.

ILLINOIS.

Lane, Ill.—Carl Spainhour will erect an eltr.

Prairiehall, Ill.—W. S. Smith will install a new boiler.

Honeycreek, Ill.—The Neola Eltr. Co. is building its eltr.

Boody, Ill.—E. W. Jakisch will erect an eltr. at Blacklands.

S. F. 429 is a bill to prevent speculation in grain upon exchanges.

Peoria, Ill.—Hot corn has been coming from St. Louis, some with sprouts.

Mt. Sterling, Ill.—Pendleton & Keyser have leased the eltr. of F. W. Rottger.

Barnett, Ill.—Barnett Bros. have closed out all their business interests except grain.

McClusky, Ill.—I appreciate the Journal and want to keep it coming.—W. H. Coulthard.

Beecher, Ill.—W. Werner has been making improvements in the interior of his eltr.

Joliet, Ill.—W. C. Crolus, prominent grain broker, is a candidate for the office of mayor.

Minooka, Ill.—The eltr. of D. A. Hennebry was damaged by fire March 20. Loss was small.

Taylorville, Ill.—The Pratt-Baxter Grain Co. has decreased its capital from \$25,000 to \$1,000.

Clinton, Ill.—P. K. Wilson of Birkbeck has bot the Bishop eltr. property and will remodel it.

Adair, Ill.—The farmers have organized and raised over \$4,000, intending to build a co-operative eltr.

Natrona, Ill.—Clark Faulkner, mgr. of the Farmers' Eltr. Co., has resigned his position and will go on the road.

Kinderhook, Ill.—David Jones will build an upper story on his eltr. increasing the storage capacity to 6,000 bus.

Belvidere, Ill.—We enjoy the Journal and would not think of handling grain and being without it.—Marshall Bros.

Meadows, Ill.—Burglars entered the office of Claudon Bros., March 23, and broke open the safe, but secured nothing.

Tabor, Ill.—Farmers' Grain Co. incorporated, \$5,000 capital. Incorporators: W. T. Marvel, A. H. Smith and Henry Trigg.

Reynolds, Ill.—C. H. Wayne has installed a 12-h. p. Cook Gasoline Engine in the 20,000-bu. eltr. recently completed.

Peoria, Ill.—The oil and germ drying department of the American Glucose Co. damaged by fire March 24. Loss about \$10,000.

Weedman, Ill.—Weedman Grain & Coal Co. incorporated, \$4,000 capital. Incorporators: Mr. Weedman, Abe Eppstein and John Kissak.

Central Illinois grain dealers have considerable hot corn in crib. The corn is so hot in some cribs that steam is escaping from every crevice.

Croft, Ill.—Croft Farmers' Grain & Live Stock Co. incorporated, \$5,000 capital. Incorporators: S. E. Beebe, T. L. Croft and C. W. Gard.

Broadlands, Ill.—Broadlands Grain & Coal Co. incorporated, \$5,000 capital. Incorporators, J. A. Messman, A. G. Anderson and Wm. Clem.

Poplar Grove, Ill.—The eltr. of Warren M. Webster was not destroyed by the fire which burned nearly the entire business section of the town.

Paris, Ill.—F. L. Kidder & Co. are building a 300,000-bu. eltr. at Mays, which will contain 40 dumps, enabling them to handle grain at any time.

Buckley, Ill., April 1.—Have been having fine weather for seeding; farmers expect to finish this week; no grain coming in to speak of.—B. E. Morgan.

Fancy Prairie, Ill., April 1.—Oats are all about in but a lot of old corn to come in between now and the first of Sept.—G. W. Constant, mgr. Z. W. Graff.

Hermon, Ill.—Farmers' Grain, Live Stock & Co-operative Asso. incorporated, \$1,000 capital. Incorporators: John Bivans, W. A. Bogan and Jos. J. Moots.

Chatham, Ill.—The farmers have decided not to continue their organization as the Chatham Eltr. Co. and have dissolved, about a week after incorporating.

Plainfield, Ill.—Kersten & Smiley have let the contract for a 25,000-bu. eltr. to be erected by The Seckner Co. The house will be equipped with steam power, 2 legs, 2 dumps and machinery for cleaning and clipping oats.

Delavan, Ill.—The 35,000-bu. eltr. of the Farmers' Eltr. Co. will not be ready to handle grain until switches are put in by the C. & A. and the I. C. Ry. The building is 86 feet high and cost \$7,000. S. M. Donley is pres. and mgr.

Oreana, Ill.—John Strope, who retired from the grain business nearly 18 years ago, is about to re-enter. The lease of Crocker & Co. on his property expires soon and Mr. Strope will erect a 30,000-bu. eltr. to cost about \$6,000.

Marissa, Ill.—The 20,000-bu. iron-clad eltr. of the St. Louis & Marissa Grain & Eltr. Co. has been completed. It is equipped with a No. 4 Invincible Grain Cleaner, a 350-bu. scale and a Webster Gasoline Engine. Ed Huelbig is mgr.

Springfield, Ill.—A delegation representing the Chicago Board of Trade, the Illinois Grain Dealers Asso. and the Grain Dealers National Asso. this week urged the passage of the civil service bill for the grain inspection department.

Peoria, Ill.—The eltr. of the Burlington Eltr. Co. damaged by fire March 27, causing a loss of about \$15,000. The fire started in a bin where 9,000 bus. of oats was stored, but was discovered in time to prevent much damage in other departments.

M. J. Hogan of Seneca having resigned as Pres. of the Illinois Valley Grain Dealers Association, Geo. Beyer of Depue has been selected to succeed him. Mr. Beyer is also traveling representative for the Illinois Grain Dealers Association.

Secor, Ill.—The Secor Farmers' Eltr. Co. has let the contract to the Younglove & Boggess Co. for the erection of a 40,000-bu. eltr. The building will cost \$4,900 and is to be completed by May 1. A 15-h. p. gasoline engine will be installed.

Plainfield, Ill.—Theodore Burgstahler was seriously injured in the eltr. of Whipple & Barr, March 25. Mr. Burgstahler was caught between a 10-inch belt and an iron pulley, but luckily for him the machinery was stopped almost the moment of the accident, altho he was unconscious when found.

Any boy under 18 is requested to send his name and address and 4 cents postage to A. B. Hostetter, Springfield, Ill., for a package of 500 grains of a pure bred variety of seed corn furnished by the Illinois Farmers Institute, to be planted and grown under conditions prescribed on the package, in a competition for premiums to be awarded next winter.

Springfield, Ill.—The Railroad & Warehouse Commissioners on Apr. 8 decided against the Illinois Central Railroad and in favor of D. E. Curry & Co., of Mason City, in the matter of car supply. The commission ruled that a railroad must take into consideration the number of cars furnished to the elevator on other lines of road by the railroad on whose line such elevator is situated, as well as the number of cars furnished to such elevators by itself.

The eltrs. on the lines of the middle division of the Wabash Ry., which terminate at Streator, Chicago, Tilton, Effingham, St. Louis, Hannibal, Quincy and Keokuk, had 2,702,000 bus. of grain in store Apr. 1, 1,732,000 bus. being corn, 913,000 bus. oats and 56,000 bus. wheat. These figures are given to the agents of the railroad by the eltr. men at non-competitive points or from eltrs. which must ship by the Wabash. Ivesdale comes first with 133,000 bus. of corn to be shipped, Lanesville, second with 105,000, and Sadorus, third with 84,000 bus. Computing 1,000 bus. to the car, it will require 2,700 cars to ship the grain now stored on this division of one railroad.

Peoria, Ill.—R. C. Grier, secy. of the Board of Trade, reports that during March the receipts at Peoria included 50,200 bus. of wheat, 1,214,500 bus. of corn, 707,200 bus. of oats, 37,800 bus. of rye, 222,500 bus. of barley, 1,125 tons of mill feed, 158,000 pounds of seeds, 15,000 pounds of broom corn and 2,370 tons of hay; compared with 127,126 bus. of wheat, 1,631,315 bus. of corn, 633,051 bus. of oats, 8,500 bus. of rye, 131,200 bus. of barley, 1,948 tons of mill feed, 90,000 pounds of seeds and 3,339 tons of hay for March, 1 year ago. Shipments for March included 92,000 bus. of wheat, 644,900 bus. of corn, 995,200 bus. of oats, 12,400 bus. of rye, 109,400 bus. of barley, 5,523 tons of mill feed, 60,000 pounds of seeds and 500 tons of hay; compared with 272,545 bus. of wheat, 437,625 bus. of corn, 729,135 bus. of oats, 1,400 bus. of rye, 63,050 bus. of barley, 7,430 tons of mill feed, 16,150 pounds of broom corn and 566 tons of hay for March of last year.

INDIANA.

Bicknell, Ind.—Chas. Phillippe has succeeded Phillippe & Phillippe.

Darlington, Ind.—W. B. Lynch has bot ground and will erect an eltr.

Lafayette, Ind.—J. L. Heath is remodeling his eltr.—Brewer Bros. & Co.

Collett, Ind.—Wm. Sanders & Son have purchased the eltr. of French & Sanders.

Clifford, Ind.—Thos. Hull has purchased the Oldham Eltr. and will buy grain.

Collett, Ind., Apr. 6.—Prospects are good for crops this season.—Wm. Sanders & Son.

Sellersburg does not seem to be a favored market with grain shippers who are posted.

Whiteland, Ind.—Am well pleased with the Journal as an advertising medium.—Frank Dickson.

Burrows, Ind.—J. K. Hinkle, of Delphi, has bot the eltrs. of Bert Cohee at Burrows and Woodville.

Hammond, Ind.—The Hammond Eltr. Co. has installed a 300-bu. drier made by Tweedale & Harvey.

Carrollton, Ind.—J. A. Zike has bot the interest of J. W. Buckingham in the firm of Mellis, Patten & Buckingham.

Colfax, Ind.—Leslie Connarroe has bot the eltr. of L. H. Jordan for \$10,000. This eltr. was purchased from H. C. Clark in Feb.

Clark's Hill, Ind.—J. O. Finch has admitted his son, Burt, to partnership, and henceforth the firm will be known as J. O. Finch & Son.

Logansport, Ind., Apr. 1.—Wheat prospects splendid; corn in bad condition. Grain Dealers Asso. moving smoothly.—W. E. Hurd.

Roann, Ind.—T. J. Lewis & Bro. have installed 2 dumps, Constant Feeder and

Cleaner, Western Sheller and a 15-h. p. gasoline engine.

Dayton, Ind.—J. D. Finch and Harry Freeman have bot the eltr. of D. D. Thompson. Elmer Johnson will have charge for the new firm.

Seymour, Ind.—G. H. Anderson, formerly salesman and local buyer for the Blish Milling Co., expects to engage in the grain business at Seymour.

Darlington, Ind.—Frank Fall, of Frankfort, and Albert Alter, of Forest, have purchased for \$5,000 the eltr. of J. C. Sellers. Mr. Fall will have charge as mgr.

Indiana railroads, scared by the narrow escape from the railroad commission bill, are more considerate than ever of the needs of the grain shippers of the state.

Freeland Park, Ind.—L. C. Collier has retired from the firm of Collier & Songer, but will remain as mgr. The erection of the new eltr. will begin as soon as possible.

Frankfort, Ind.—Dealers are refusing to buy wet corn. An average of four wagonloads daily are turned away at the eltrs. Farmers are advised to feed the damaged corn to the hogs.

Goodland, Ind.—The C. W. Hartley Grain Co. has awarded the contract to Henderson & Friedline for the erection of its 100,000-bu. cleaning and transfer eltr. which will replace the eltr. burned some months ago. Work has commenced and the house is to be completed by July 15. The eltr. will be 36x80 feet and built of southern pine.

Union City, Ind.—The Mead Grain Co. has bot the Kirschbaum eltr., which has been idle for years, and will make necessary repairs for handling feed and seed. The company will build an eltr. adjacent and equip it with machinery of large handling capacity. S. D. and N. S. Mead, formerly in business at Marengo, O., will have the management of the business.

Gov. Durbin vetoed the Branch amendment to the Landlord Lien Law because "the bill gave the landlord a lien on the tenant's crop, also the tenant the right to sell his crop, and the only recourse a landlord would have would be to prosecute the tenant for petit larceny. This statement was not founded on the meaning of the bill nor the present statute." Evidently the Governor thinks the grain dealers can be induced to think a rattling noise is strong argument.

Roann, Ind., Apr. 1.—Old wheat pretty well marketed; a few oats coming, but slow. Grass looking well; farmers preparing to sow oats. Some complaint of fly last fall, but have not heard from it this spring yet, altho we are having just the kind of weather to breed them. Lots of wheat thrashed wet last fall and farmers will bring it in and tell you they cannot smell anything wrong about it, and that the other dealers graded it No. 2, etc. We shipped a car for a party last week who thought it was worth within 2 cents of No. 2, when it was about 12 to 15 cents below. He has not his returns yet, but think it will open his eyes.—T. J. Lewis & Bro.

IOWA.

Sloan, Ia.—A farmers' eltr. is expected for Sloan.

Redfield, Ia.—D. S. Patty has succeeded Scott & Patty.

Faulkner, Ia.—J. C. Lusch & Co. are building an eltr.

Emerson, Ia.—W. H. Eaton will build a 30,000-bu. eltr.

Marne, Ia.—Ringle Bros. & Co. have bot out Baird & Baird.

De Soto, Ia.—H. L. McCombs will put in an ear corn crusher.

Ridgeway, Ia.—Gilchrist & Co., of McGregor, will erect an eltr.

Kesley, Ia.—Klaas Primus and Kreen DeBerg will build an eltr.

Laurel, Ia.—I. L. Patten & Co. have bot the eltr. of H. Jackman.

Cromwell, Ia.—Wray Bros., of Creston, will build a 10,000-bu. eltr.

Kellerton, Ia.—J. W. Smith, of Lamoni, will build a 10,000-bu. eltr.

Hampton, Ia.—J. Pohl will handle hay and mill feed besides grain.

Belle Plaine, Ia.—The Northern Grain Co. will erect a large warehouse about its eltr.

Blanchard, Ia.—The Blanchard Mill & Eltr. Co. has bot Walkenshaw & McKee's eltr.

Toledo, Ia.—L. W. Smith, of Madrid, is a new assistant at the eltr. of the Northern Grain Co.

Geneva, Ia.—Geo. A. Tucker has succeeded Tucker & Bell, having bot the interest of B. C. Bell.

Coulter, Ia.—J. Pohl will build a warehouse for hay and mill feed, and an addition to his coal house.

Dunkerton, Ia.—The Agnew-Nichols Grain Co., of Waterloo, has installed a Wilford Feed Mill in its eltr.

Sharpsburg, Ia.—J. L. Hook has leased his eltr. and henceforth it will be operated by Auracher, Cooper & Hook.

Norwood, Ia.—The eltr. of the Atlas Eltr. Co. burned. Loss \$5,000 on the house and \$10,000 on the contents.

Wilton Junction, Ia.—M. C. Ott has installed an 18 h. p. Lewis gasoline engine to replace his 12-h. p. steam engine.

Faulkner, Ia.—An improved Hall Distributor will be installed in the eltr. being built by Younglove & Boggess Co.

Stuart, Ia.—Pearson & Hayton have bot the eltr. and warehouse property of Wm. Wykle and will erect another eltr.

Pleasantville, Ia.—Chas. Clark has accepted the position of mgr. for this district for Davis & Way, of Knoxville.

Hudson, Ia.—The farmers and a few business men contemplate erecting an eltr. and putting in lumber and coal yards.

Ames, Ia.—The B. A. Lockwood Grain Co., of Des Moines, soon will let the contract for its new transfer and cleaning eltr.

Onawa, Ia.—The Trans-Mississippi Grain Co. is tearing down its old eltr. and will build one with a capacity of 20,000 bus.

Sioux City, Ia.—Wallace H. Hopkins, local manager for Edwards, Wood & Co., is said to have run away with \$4,000 of the firm's funds.

Farragut, Ia.—Cox & Reid have purchased the grain business of Jas. Odell and have removed the scales, bins and sheds to their farm.

Shenandoah, Ia.—J. Auracher is presenting his friends and farmer patrons with a large calendar bearing the picture of a beautiful woman.

Minburn, Ia.—Geo. Emmert, who has been mgr. for the Des Moines Eltr. Co., has resigned his position and will move to his farm in Montana.

Victor, Ia.—W. A. Patrick, of Patrick & Hunt, suffered a stroke of paralysis Mar. 31, and at last reports his life was despaired of, his advanced age, 72 years, being against his recovery.

Bradgate, Ia., Apr. 7.—The ground is getting quite dry here and seeding is the order of the day; we had a high wind yesterday which dried the land up fast. Prospects look good for spring seeding.—W. Lancaster.

Creston, Ia.—S. R. Parke, who represents the Weare Grain Co., of Chicago,

was married to Miss Goldie R. Williams, Mar. 24, at Farmer City, Ill. After a brief visit in Chicago and Farmer City Mr. and Mrs. Parke will be at home in Creston after Apr. 15.

Odebolt, Ia.—L. M. Gray, agt. for the Trans-Mississippi Grain Co. for the last 3 years, died Mar. 23, of neuralgia of the heart. Until 5 years ago Mr. Gray was a member of the firm of Gray, Babcock & Sears. Mr. Gray was married in Ill. in 1865, to Miss Helen Babcock and went to Ia. in 1867, going to Odebolt in 1886.

Davenport, Ia.—The Independent Malt-ling Co. has let the contract to the Macdonald Engineering Co. for the erection of a 100,000-bu., fire-proof, steel eltr., which will have nine bins and be covered with brick. The machinery equipment will include 1 leg, barley and malt cleaning machinery, conveyors and sacking machine.

Dougherty, Ia., Apr. 2—Think about 1-5 of the oat crop is to be sold yet, but it is all in the hands of the farmers; do not think there is more than 3,100 bus. in the eltrs. in this town. The corn here is not fit for the Chicago market and there is lots of western Iowa and eastern Neb. corn being shipped in.—Nye-Schneider-Fowler Co.

Harlan, Ia.—The floor of the warehouse of C. C. Rasmussen & Son gave way Mar. 20 under the weight of grain and part of the stone foundation was forced out of plumb, letting several thousand bus. of wheat into the basement and out on the ground. The warehouse was constructed only last fall and was supposed to be very strong and well supported.

The Diamond Grain Co., of Des Moines, has just completed eltrs. of 20,000 to 30,000 bus. capacity at Buckeye, Sherman, Garden City, Fernald, Cambridge, Shipley, Elkhart and Enterprise on the Des Moines, Iowa Falls & Northern R. R. The eltrs. at Garden City and Fernald are equipped for shelling, the others for dumping and handling ear corn. Each has Fairbanks Hopper Scales. Three are run by Otto Gasoline Engines, and 4 by Hart-Parr Oil Cooling Gasoline Engines.

Ames, Ia.—The Iowa exposition commission and the Iowa Corn Growers Asso. have bot several hundred bushels of pure bred corn for distribution to farmers over the state. Each farmer is to plant $\frac{1}{4}$ acre and will be eligible to compete for the \$2,500 in cash premiums in the annual corn contest at the state college of agriculture in January. The best corn will be shown at the St. Louis world's fair. The work of distributing the seed to applicants is in charge of Geo. S. Forrest of Miles, Ia.

KANSAS.

Topeka, Kan.—Winter wheat looks fine. A. H. Bernett.

Douglass, Kan.—W. Harris will build an 8,000-bu. eltr.

Bucklin, Kan.—J. B. Hupp of Pratt will build a 5,000-bu. eltr.

Vining, Kan.—Prospects good for wheat. A Wangerien & Co.

Frankfort, Kan.—A new eltr. is contemplated for Frankfort.

Lost Springs, Kan.—Nusz & Mowrer have succeeded Mowrer Bros.

Patterson, Kan.—The Collins Grain Co. will erect an eltr. this summer.

Wellsford, Kan.—A 5,000-bu. eltr. will be built by J. B. Hupp of Pratt.

Aurora, Kan.—N. Gennette & Co. have purchased the eltr. of A. Lecuyer.

Sabetha, Kan.—J. P. Cummings will build an eltr. of 8,000-bus. capacity.

Annelly, Kan.—The Whitewater Milling & Eltr. Co. will erect a 10,000-bu. eltr.

Mayetta, Kan.—S. J. Thompson & Co. are making improvements on their eltr.

Wellsville, Kan.—The Wellsville Grain & Lumber Co. will build a 10,000-bu. eltr.

Kansas City, Kan.—The C. B. & Q. R. R. will erect a 1,000,000-bu. eltr. at Harlem.

Clafin, Kan.—Wheat never looked better; plant is in healthy condition.—L. J. Bailey.

Enterprise, Kan.—C. B. Hoffman is bidding all the farmers, scoopers and distributors.

Lost Spring, Kan.—Nusz & Mowrer have rebuilt the 100-bbl. mill and 10,000-bu. eltr.

Topeka, Kan.—The Sherman-Webb Grain Co. has gone out of business.—W. W. Webb.

Darlow, Kan.—Frank Bowser has succeeded Mr. Freece as mgr. for the Farmers' Elevator Co.

Stafford, Kan.—The directors of the Farmers' Eltr. Co. have bot for \$2,000 the eltr. of Hall & Robinson.

Aurora, Kan., Apr. 3—Wheat was never in a better condition as to stand, than at present.—N. Gennette & Co.

Pratt, Kan.—G. R. Smith, who sold his eltr. to W. W. Miller & Son, of Anthony, will build an eltr. at Pratt.

Lost Springs, Kan., Apr. 1—Wheat is looking fine and a large acreage of oats is being sown.—Nusz & Mowrer.

Hoxie, Kan.—E. T. Crum has commenced the erection of a feed mill on the site of the eltr. which was burned.

Oneida, Kan., Mar. 28—Wheat looks well; corn is in bad condition and not very much to move.—W. H. Moore.

Hoxie, Kan.—The A. J. Poor Grain Co., of Kansas City, will erect an eltr. on the site of the mill which burned Mar. 9.

Seneca, Kan.—Geo. W. Williams is attempting a scoop shovel business at this station on the St. Joe & Grand Island.

Rossville, Kan.—J. C. Bradley will enlarge his bin room and install a new dump eltr. and cleaner for wheat and small grains.

Neodesha, Kan.—Aug. Bauman has bot the eltr. of the Brinson-Waggoner Grain Co., for \$6,500. The eltr. has a capacity of 50,000 bus.

Wilson, Kan.—We have the largest acreage ever sown to wheat and the condition is the best I have known in 26 years.—J. H. Claussen.

Niles, Kan.—Wanted—the present address of the former manager of the Farmers Co-operative Eltr. Co. The company is reported \$1,300 short.

Barrett, Kan.—Have a surplus of box cars; first time the M. P. Ry. has had an accident since the old settler can remember.—Fisher & Son, Frankfort.

Wellington, Kan.—Carter & Moody have sold their line of 7 eltrs. to the Wellington Mill & Eltr. Co., which will erect a 250-bbl. mill at Wellington.

Phillipsburg, Kan.—The Phillipsburg Mill & Eltr. Co. has bot out W. M. Chelf & Co. The new company is composed of L. A. Champlin and W. A. Robertson.

Rossville, Kan.—J. C. Bradley has bot the mill and 20,000-bu. eltr. of S. R. Bagwell. Bins will be added to the eltr., which will also be equipped with dump and wheat eltr.

Patterson, Kan., Apr. 4—Wheat in this district is in fine condition, with very little in bins, now. Less corn in the farmers' hands than ever at this time of year.—Collins Grain Co.

Iola, Kan.—Wm. Dunn, formerly in the grain business at LaHarpe, will build an eltr.

Farmers who have tried shipping their own grain to the Worse Than Robbery Co., Kansas City, are finding it does not pay. Firms posing as friends of the farmers never forget themselves.

The Kansas teacher who refused to build a fire with corn cobs, and quit teaching because she was not supplied with patent kindling, must have been a recent importation from the effete east.

Managers of legitimate farmers eltr. companies are not disturbed at the ravings of the agitator who condemns them for selling grain for more money than Butler's co-operative shipping asso. can pay.

The National School of Co-operation that Butler is starting probably will last as long as "Coin's Financial School." Evidently farmers are not educated up to the dose that the agitators want to give them.

Walton, Kan.—The mill and eltr. of Sheak & Evers burned Mar. 26, with a quantity of grain and flour. Loss about \$15,000, insurance \$6,000. The company is the successor of the Walton Milling & Eltr. Co.

Topeka, Kan.—The Taylor Grain Co., which recently bot the Capitol Eltr. at North Topeka, is overhauling the plant and putting in new machinery with a view to transferring 100 cars daily. The new equipment includes a No. 3 Invincible Clipper.

Anthony, Kan.—The Poorman Milling Co. has let the contract to the Allis-Chalmers Co. for the enlargement of its eltr., improvements on the power plant and for the necessary equipment for increasing the capacity of its mill to 500 barrels.

Frankfort, Kan.—Five empty box cars standing on siding, first time we have had an extra car since Dec. 1. Oh, where have they been? Roads are muddy; farmers are getting into spring work and corn will come slow for the next 60 days.—Fisher & Son.

Belleplaine, Kan., Apr. 2—Corn and wheat about all gone; not over 3 per cent of last crop on hand. The growing crop is fine; plenty of moisture; some soft wheat being plowed up. It has been a very cold, backward spring; no corn planted; wheat acreage large, corn acreage smaller than last year and oats small.—Alex. Knox.

KENTUCKY

Mt. Sterling, Ky.—The grain store of I. F. Tabb burned Mar. 29. Loss \$30,000, insurance \$13,000.

Dycusburg, Ky., Apr. 4—The wheat crop wintered fairly well and is now very fine for a good yield. Not much old in hands of farmers or millers; not more than sufficient for local demand and consumption. All surplus corn has been shipped; what is in the hands of the farmers will be needed for feeding purposes.—S. H. Cassidy & Co.

MARYLAND

Baltimore, Md.—The directors of the Chamber of Commerce will meet Apr. 13, to consider changes in its clerical force.

Baltimore, Md.—Arthur F. Spice, grain merchant, died Mar. 27, after an operation for appendicitis. Mr. Spice was mgr. of the Canton Export Co. and a member of the Chamber of Commerce.

Hughesville, Md.—There is not an eltr. in the county, altho wheat can be purchased here at from 8 to 10 cents a bus.

less than the market price in Baltimore. The freight by rail to Baltimore, the draying and commission for wheat in sacks, cost the shipper about 11 cents per bus. The freight per bus. by steamer or vessel to Baltimore is 6 cents per bus.—Hughesville Milling Co.

MICHIGAN.

Battle Creek, Mich.—McLane, Swift & Co. intend building an eltr.—H. W. Cronkhite.

Eaton Rapids, Mich.—Wesley Vaughan, the well known grain buyer, died Mar. 26, of heart failure.

Battle Creek, Mich.—The Postum Cereal Co., Ltd., will increase its storage capacity by 60,000 bus.

Kalamazoo, Mich.—W. A. Bunting & Co. will do a wholesale and retail business in grain, hay and feed.

Detroit, Mich.—Chas. S. Upham and J. C. Hatch are said to have been appointed grain inspectors by the Board of Trade.

Bad Axe, Mich., Apr. 8.—Growing wheat looks well and prospects are very bright for a good crop. A large acreage of corn and oats will be planted.—O. W. Leoffler.

Battle Creek, Mich.—The food factories are using Washington wheat at above \$1.00 per bu. instead of the present crop of Michigan wheat, which is said to have sprouted.

Grand Rapids, Mich.—The Grand Rapids Pure Food Co., Ltd., has been organized with \$600,000 capital. The organizers are, Thos. J. Haynes, W. A. Klaser, Delos A. Morrill and John S. Carpenter.

Grand Rapids, Mich.—The Voigt Cereal Food Co., Ltd., has been organized with \$200,000 capital. The organizers are, C. G. A. Voigt, Wm. F. Hake, Frank Voigt, Chas. F. Perkins and Elizabeth S. Voigt.

Linden, Mich., Apr. 3.—Our main crop, beans, has moved slowly and there are a great many different grades. Have had a good trade in rye, and the quality is good; could have done a fine business in corn if we had been able to get it. The car shortage in the west has done the dealers in this section much damage, on account of their inability to get corn.—S. J. Winget & Son.

MINNEAPOLIS

Memberships in the Chamber of Commerce are selling at \$3,700.

Six new members have been admitted recently to the Chamber of Commerce.

The application of the Chicago Board of Trade for a permanent injunction restraining the Coe Commission Co., alleged bucket-shop, from using its quotations, will have a final hearing at the June term.

James Marshall, pres. of the Chamber of Commerce, says: This substitute anti-chamber of commerce bill does not carry the stamp of sincerity. Its effect, if passed and enforced, would be to paralyze the grain trade of the northwest. The passage of this bill would upset everything and tear down the system that brings the producer closer to the consumer.

MINNESOTA.

Redlake Falls, Minn.—The Redlake Falls Milling Co. will erect a 50,000-bu. eltr.

Farmington, Minn.—The Farmers' Cooperative Eltr. Co. will erect a 25,000-bu. eltr.

New Prague, Minn.—The New Prague Flour Milling Co. will install a Hall Distributor.

The Minnesota house has killed Gjertsen's bill against bucket-shops.

Dorsey's bill against bucket-shops, although recommended by the governor, was killed by the Minnesota house.

Peterson's bill, S. F. 161, to prevent pilfering of grain while in transit, has been passed by the Senate.

A bill is before the Minnesota legislature to base rates on grain on the mileage distance from Minneapolis to Duluth.

Rebates on freight charges are made punishable by a fine of \$500 to \$5,000 under a bill introduced in the Minnesota legislature.

Red Wing, Minn.—The Red Wing Linseed Mill, which has been in operation but a few weeks, was damaged by fire Mar. 23.

Round Lake, Minn.—Mr. Albertson, of Montgomery, Ia., has purchased the eltr. of S. W. Harrington and will take possession July 1.

Briceyn, Minn.—Fred Mundale, Ed. Foster, C. L. Funk and C. C. Walle are scoopers trying to ship on the C. & N. W. and C. R. I. & P. Rys.

Senator Eberhart has introduced a bill, S. F. 541, which is to regulate the sale of mill and eltr. screenings and protect the feeders of live stock.

Senator Hardy has introduced a bill making it unlawful for any corporation or eltr. company to appropriate to its own use screenings or dockage.

The bill allowing farmers' mutual insurance companies to loan money on notes secured by warehouse receipts has been approved of by the Senate.

Eberhart's bill, S. F. 314, to prevent fraud and deception in the manufacture and sale of ground grain and meal, has been recommended to pass by the Senate.

Senator Campbell has sent up a bill authorizing the issuance of warehouse certificates for stock, such as grain, that is actually stored, the certificates to be transferable.

Senator Pugh's bill placing the Minnesota state grain inspection department on a civil service basis has been recommended for passage by the committee on grain and warehouses.

Advocates of the Gjertsen bill failed to reckon the obtuseness of the average legislator whose ideas on the difference between exchanges and bucket-shops are as clear as mud.

Org, Minn.—I am very well pleased with the Grain Dealers Journal and do not think it lacks anything to make it worth \$1 to any one interested in the grain business.—Ole Warren, agt. Devereux Eltr. Co.

Northfield, Minn., Mar. 30.—I think the farmers will begin seeding here about April 10; considerable grain still in the farmers' hands, to come in after seeding. The crop to be sown will be oats, barley and flax; wheat is a back number on account of the bugs.—C. D. Orr.

Rushford, Minn.—The farmers of Fillmore and Winona counties have organized a Farmers' Eltr. Co. with \$20,000 capital and headquarters at Rushford. The following officers have been elected for 1 year: L. L. Humble, pres.; Owen Mohan, vice-pres.; M. A. Maland, treas., and G. Byholt, secy.

Senator Gjertsen at the request of the Governor, has introduced a bill to permit the railway and warehouse commission to expend \$50,000 to erect its own building at Minneapolis, which will furnish quarters for the state weighmaster's department, the board of appeals and chief grain inspector's office.

The committee on general legislation, of the Minnesota house, has prepared a bill prohibiting speculative dealing in grain in bucket-shops or on regular exchanges. The bill will not be reported out until the investigating committee completes its search into the methods of the Chamber of Commerce.

MISSOURI.

Craig, Mo.—F. S. Brownfield will repaint his eltr.

Tarkio, Mo.—J. M. Scamman has engaged in the grain business.

Craig, Mo.—Winter wheat looking fine; average acreage.—L. L. Teare.

St. Louis, Mo.—W. A. Gardner & Co. have succeeded Cobb & Gardner.

Everton, Mo.—C. W. Barker & Co. will erect an eltr. in the near future.

Louisiana, Mo., Apr. 6.—Wheat prospects are excellent.—Hassler Bros.

Jasper, Mo.—Wm. A. Cline, a farmer living south of Jasper, will build an eltr. at Carytown.

St. Joseph, Mo.—A. J. Brunswig has bot the Rock Island Eltr. and will improve and enlarge it.

St. Louis, Mo.—W. A. Gardner, of W. A. Gardner & Co., is a democratic candidate for city councilman.

Sweetsprings, Mo.—Work has been begun on the eltr. for J. M. Bellamy. It is to be 40x90 and 3 stories high.

Ozark, Mo.—Geo. F. Briazeale has purchased the 10,000-bu. eltr. and 80-barrel mill of John F. Meyer & Sons, of Springfield.

St. Joseph, Mo.—F. E. Fleming Commission Co. incorporated, \$10,000 capital. F. E. Fleming will be pres. and C. A. Fleming, vice-pres.

Kansas City, Mo.—The contract to build the new eltr. for the Chicago, Milwaukee & St. Paul Railroad has been let to the Barnett & Record Co.

Kansas City, Mo.—The Kansas City Grain Co. has secured judgment by default for \$78.56 against Redd & Reynolds, of Dover, on a grain deal.

Kansas City, Mo.—The Linton Grain Co. incorporated, \$5,000 capital. Incorporators, Fred R. Linton, Sue E. Linton, Addison M. Clark and Harry E. Williams.

Centralia, Mo.—F. M. Cutler has bot the interest of F. B. Miller and C. A. Thompson in the firm of Miller, Thompson & Cutler, doing business at Centralia, Clark, Sturgeon and Larrabee.

Kansas City, Mo.—The federal court Mar. 28 enjoined the Christie Grain & Stock Co. from receiving the market quotations of the Chicago Board of Trade. The Christie concern is alleged to be a bucket-shop.

A meeting at Sedalia, Mo., will be held Apr. 21, by the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri. It should be attended by all regular dealers in that part of the state who wish to learn the great benefits of association.

A meeting will be held at the Merchants hotel, Moberly, Mo., Apr. 22, by the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri, to interest the dealers in nearby counties in association work. All Missouri dealers who have already joined the asso. are urged to attend, and bring in their competitors. All regular dealers welcome.

A meeting will be held Apr. 23 at the Ringo hotel, Mexico, Mo., to afford dealers an opportunity to join the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri. All regular grain

dealers, track buyers and commission merchants, as well as railroad officials, are cordially invited to attend one, if not all, of the three meetings at Sedalia, Moberly and Mexico.

St. Louis, Mo.—Judge Adams of the United States District Court on Apr. 6 decided against the Chicago Board of Trade in its suit to establish a property right in its market quotations to prevent their use by bucket-shops for gambling. The court will issue no injunction against the Donovan and Cella Commission Co.'s. In giving his peculiar decision Judge Adams said: The main point on which the case rests is whether the property right, which may be protected in the continuous quotations, is so tainted with immorality as to preclude resort to a court of equity for protection. I am satisfied that many of the so-called sales for future delivery, which furnish the basis of the quotations are merely gambling transactions. The information as to the actual deliveries would be very valuable to the public, but information as to the wagers, in my opinion, has no legitimate tendency to promote the commerce of the country, but, on the contrary, tends to excite the gambling propensities of the public.

NEBRASKA.

Angus, Neb.—W. C. Moore has bot the interest of his partner, Mr. Poole.

Primrose, Neb.—E. M. Yeaton will install an improved Hall Distributor in his eltr.

Ashland, Neb.—Railsback Bros. have just completed a 100,000-bu. cleaning and transfer eltr.

Graf, Neb.—O. R. Schuman has resigned his position as buyer for the Central Grain Co.

Greeley, Neb.—S. P. Austin has purchased the eltr. of the Central Granaries Co., at Greeley Center.

The annual meeting of the Nebraska Grain Dealers Asso. will be held at Lincoln, Neb., the latter part of April.

Octavia, Neb.—The Journal is a valuable paper and no country station buyer should be without it.—E. A. Rusher.

Upland, Neb.—The Upland Grain Co. incorporated, \$10,000 capital. U. C. Christianson is one of the incorporators.

Linwood, Neb.—The eltr. of the Trans-Mississippi Grain Co. was slightly damaged by a derailed car of the F. E. & M. V. Ry.

Lincoln, Neb.—W. H. Ferguson of Hastings will remove his headquarters to Lincoln and erect a 200,000-bu. cleaning and transfer eltr.

Overton, Neb.—M. R. Simpson has taken charge for the Westbrook-Gibbons Grain Co. Mr. Simpson was with the company at Miller.

West Point, Neb.—Canadian peas instead of corn as feed for hogs are being experimented with by many farmers in this vicinity, who hope to stamp out hog cholera by change of diet.

Ramsey's bill requiring railroads to grant sites for eltrs. costing \$3,000 or more has passed the Nebraska senate unanimously. A few senators who voted for the bill declare it unconstitutional.

In the bucket-shop suit of Herman Mendel against Jas. E. Boyd & Co., at Omaha, Neb., the jury has returned a verdict in favor of the defendant, who proved that he had returned to the embezzling cashier \$21,000.

Lincoln, Neb.—T. L. Lyon, director of the Nebraska experiment station, reports that the average yield of all macaroni wheats tested in 1902 was 18.3 bus. per

acre. From the data at hand it is safe to say that macaroni wheats yield better than other spring varieties, but how they compare in this respect with winter wheat in western Nebraska cannot be definitely stated. The average yield per acre of the varieties obtained from Russia was 21.2 bus., and of the varieties obtained from Algeria 17.6 bus. The growing of macaroni wheat in western Nebraska promises to add a new and useful crop to that region.

NEW ENGLAND.

Franklin, N. H.—Blaisdell & Blaisdell have built a grist mill and will buy corn directly from the west.

Hartford, Conn.—Fowler & Hunting Co. incorporated, \$25,000 capital, to carry on a commission business. Incorporators, Chas. H. Hunting, Edw. W. Belden and P. H. Healy.

NEW JERSEY.

Jersey City, N. J.—Vile & Mitchell Co. incorporated, \$10,000 capital, to deal in grain, hay and flour. Incorporators, Edw. T. Mitchell, Wm. O. Vile and Geo. E. Cutley.

Rahway, N. J.—Milton Lake Mills incorporated, \$50,000 capital, and will manufacture cereal foods. Henry B. Needham, of New York, is one of the incorporators.

Camden, N. J.—Thos. Daisy and 2 accomplices have been committed in default of bail for alleged stealing of several thousand dollars' worth of grain from the warehouse of Frank B. Setley. Mr. Daisy was a watchman at the eltr.

NEW YORK.

Canandaigua, N. Y.—Monagle & Anderson have handled 20,000 bus. of beans at their eltr. this season.

New York—Martin B. Jones, grain broker, has filed a petition in bankruptcy. Liabilities, \$17,866; assets, \$510.

New York, N. Y.—W. M. Townsend has been expelled from the Produce Exchange for executing orders for a discretionary pool.

New York, N. Y.—The cotton exchange has obtained an agreement with the telegraph company not to furnish quotations to bucket-shops.

Coeymans, N. Y.—Slingerland & Co. incorporated, \$25,000 capital, to deal in grain, hay and flour. Directors, Henry, H. R. and F. A. Slingerland.

Provisions of the Remsen anti-bucket-shop bill in the New York legislature are so sweeping that legitimate exchanges will demand that it be made more specific.

New York—Costly delays due to railroad inefficiency will be investigated by a committee of the Produce Exchange, composed of Yale Kneeland, W. P. Callaghan and others.

Buffalo, N. Y.—The Washburn-Crosby Co. has purchased the site of the Dakota Eltr. from the Buffalo Elevating Co. and will erect a mill with a capacity of from 3,000 to 5,000 barrels a day.

BUFFALO LETTER.

The refitting of the 'Change room is now complete and the improvement is very marked. With the new electric-light and telephone service the entire establishment is looking up decidedly.

The grain trade is considering an extension of the free storage arrangement in option trading. The buyer now has but two days free, but a resolution has been introduced providing for five. This will be passed upon at the next meeting.

Junius S. Smith, long the Merchants' Exchange weighmaster of lake grain, has for some time suffered from cataract of the eye and has lately been to New York to have one eye operated on, but inflammation stopped the proceeding temporarily.

The Eldad feed mill, which was damaged by fire some time ago, has been rebuilt with considerable added capacity, including storage capacity of 50,000 bus. and is already back to business, which consists of track transfer work and clipping oats mainly.

Option trading keeps up its former good average, which is much more of late than formerly. The clearings now exceed 1,000,000 bus. a day right along. For a while May corn was the favorite, but there are now liberal transactions in July corn and May oats also.

Notice has been received and posted on 'Change that the Chicago & Eastern Illinois Railroad declines to participate in the reconsignment of grain at Buffalo, which means also that Buffalo grain dealers will take care not to buy stuff that must come over that road.

Track grain is falling off very materially, just as it always does at the approach of the lake season. Fifty cars a day has been about the average of late on the inspector's books. The March report of inspection shows 2,541 cars inspected on track and 1,096 out of eltr.

The harbor elevator pool, which expires regularly on April 1 every year, has been extended ten days in order to wait for the settlement of the management of the Great Northern elevator, which has had no personal manager since it was sold, together with the Northern Steamship line to some of the other lake lines during the winter.

There is much disappointment still over the wheat market and especially on account of the failure to sell all the spring wheat in store. The state crop is still taking care of the country winter wheat millers, so that there is not much sale of that. Add to this the slow movement of cars, which makes it difficult to sell feed on this falling market and the outlook of the dealer is not very pleasing.

This port is in line for a large grain business, with arrangements made so that all former methods will proceed without hitch or change. Some minor changes in the price paid have been made, but there will be no change to the trade. The elevators were never in better condition for rapid handling of grain and if the roads ever get even with business there will be no delay here to the eastern movement. The at-and-east rate on wheat to New York has been fixed at 5 cents. This rate includes all Buffalo charges.

Active preparations are being made for opening the canal campaign as soon as the Governor signs the bill, which he has virtually agreed to do, though he has till the 15th to do it in. He managed to draw criticism to himself by signing the excise bill, so obnoxious to the cities, before taking up the canal bill, which was passed first, tho with the majority of republican members of both houses against it. Both Buffalo and New York will raise liberal funds for the purpose of spreading canal literature over the state, and the ratification of the bill by the people is confidently expected.

A sensation in canal circles has been created by the revival of the effort to buy up the boats and manage them in a syndicate. This effort was made last year, but there did not seem to be money enough behind it and the options were

allowed to run out. They have again been obtained with every intention of plenty of backing, so that the farmers are saying that the move is in the interest of the railroads which really need all the assistance possible to enable them to move the freight this season. If it turns out that the roads, or more likely, the heavy railroad capitalists, are interested in the scheme, it will make a sensation, but it ought to hasten the building of the enlarged canal, as that would enable any one to build and operate boats.

J. C.

NORTH AND SOUTH DAKOTA

Bowdle, S. D.—Baer & Wagner will erect an eltr.

Petersburg, N. D.—Another eltr. is contemplated.

Elk Point, S. D.—L. N. Crill is building an 18,000-bu. eltr.

Carpio, N. D.—Rushfelt & Daniels will erect a 40,000-bu. eltr.

Shindlar, S. D.—J. W. Straup expects to install a gasoline engine.

Jefferson, S. D.—Terwilliger & Dwight of Sioux City, Ia., are rebuilding their burned eltr.

Aberdeen, S. D.—The Farmers' Independent Eltr. Co. has been organized with \$200,000 capital.

Big Stone, S. D.—A farmer near this place has proved by experiment that beans are a profitable crop.

Roscoe, S. D.—J. W. Jamieson intends building a 20,000-bu. eltr. if the grain crop looks favorable.

Scotland, S. D.—M. King, of Utica, has bot the eltr. of Chas. M. Maxwell. Mr. Maxwell will move to Washington state.

Sharon, N. D.—The Farmers' Mill & Eltr. Co. has been organized with \$15,000 capital. The company will build a mill and eltr.

Northville, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., has bot the eltrs. of Ezra Martin at Athol and Northville, which have each 25,000-bu. capacity.

Kensal, N. D.—The eltr. operated by W. H. Welch is being turned into a farmers' eltr. The eltr. has a capacity of 100,000 bus.

Bowdle, S. D.—The eltr. of L. P. Mienz burned Mar. 25 with 7,000 bus. of wheat. Loss \$9,000, insured for about 50 per cent. Mr. Mienz may rebuild.

We know of several co-operative elevators that have within a short time of their establishment turned out dismal failures.—The Dakota Farmer.

Edinburg, N. D.—The 45,000-bu. eltr. of the Minneapolis & Northern Eltr. Co. burned Mar. 28, with about 2,000 bus. of wheat and a car containing barley.

Gary, S. D.—A co-operative company has been organized by the farmers and an eltr. will be operated by it. Fred'k Bartels is pres. and O. P. Dahle, secy.

Spiritwood, N. D.—The farmers have organized a company with \$20,000 capital, and will buy and handle grain on commission. The company will buy or build an eltr. The directors are, Wm. Thom and Michael Peterson, of Spiritwood, and John Knauf, of Jamestown.

NORTHWEST.

Kalispell, Mont.—We have no shovel competitors. Local business is good on account of branch lines being built by the G. N. Ry.—E. E. Day, agt. Missoula Mercantile Co.

OHIO.

Greenville, O.—D. Henne & Co. have sold out.

Critchfield, O.—W. A. Nutt has succeeded Nutt Bros.

Morrill, O.—J. P. Barnhouse will build a 20,000-bu. eltr.

Berlin Heights, O.—Close, Peak & Hawkins will dissolve partnership.

Patterson, O.—Jackson Bros. will build an eltr. with a capacity of 30,000 bus.

Mansfield, O.—John Lanehart has resigned his position with Cline & Nelson.

Conover, O.—Edgar Brecount, of Brecount, Wolcott & Co., died Mar. 29, of cancer.

Morrill, O.—The Morrill Grain & Lumber Co. has bot the eltr. of C. F. Barnhouse.

Lyons, O.—J. C. Lee, of Oakshade, will build a 10,000-bu. eltr. and install a gasoline engine.

Holmesville, O.—Wesley Shaffer is building an eltr. and expects by July 1 to have it finished.

Agosta, O.—C. F. & C. O. Barnhouse have purchased the property of the Agosta Grain Co.

Springfield, O.—W. E. Tuttle will move his eltr. and warehouse to make room for the new depot of the Big Four.

Richmond, O.—J. B. Outram, formerly of Lippincott Station, has succeeded the Richmond Eltr. & Milling Co.

Shelby, O.—Frank Lee, formerly with W. F. Johnston at LaRue, has accepted a position with the Davis Mill Co.

Sharpsburg, O.—The Sharpsburg Milling Co. will buy a 40-barrel flour mill to be installed in its eltr.—E. P. Tolman, prop.

Melvin, O.—F. W. Shrach and H. C. Johnson, as Shrach & Johnson, have bot the eltr. of M. C. Hoover and will enlarge and remodel it.

Cincinnati, O.—The new eltr. of the Union Grain & Hay Co. will be equipped with a drier of 200 bus. capacity made by Tweedale & Harvey.

Xenia, O.—Dewey Bros., of Blanchester, have leased the Trebein eltr. for 5 years. The firm will install a gasoline engine. J. C. Garrison will take charge.

Cleveland, O.—The United Cereal Co., incorporated under the laws of New Jersey, \$125,000 capital, with headquarters in Cleveland. The officers are, P. B. Williams, pres. and general mgr. and A. L. Coddington, secy. and treas.

Wooster, O., April 4.—Wheat never looked better in this section. I have been in the business buying grain from the farmers for 21 years and this is the first year that the farmers had no complaint. It is simply perfect, and barring accidents we will have the best crop of wheat we ever had.—W. D. Tyler.

Columbus, O., Apr. 1.—The Ohio Department of Agriculture reports the condition of wheat as 96 per cent; barley, 94 per cent; rye, 95 per cent. The condition of corn now in crib is 78 per cent of an average. The acreage devoted to wheat is 150,000 bus. less than last year. Wheat was seeded under quite favorable conditions, though much of the seeding was late. The winter was favorable to the growth of the plant, which had secured a good start before the severely cold periods and during these was good snow protection, very generally over the state. The result is, with the exception of a few localities, a good growth and well covered fields. There is fear, however, that some of the wheat is too large (being nearly, if not quite, jointed) for this season of the year and should even a slight freeze

occur could not withstand the effect. The very uniform remarks of correspondents regarding splendid condition and very uniform prospects, verify the high percentage condition of wheat as estimated from the numerous township reports. The exceptions, other than above, to good wheat condition are in a few localities in the central portion of the state and on heavy and poorly drained lands that were water-soaked by the heavy rains and floods. Corn in the crib is molding. Unhusked corn that stood out during the winter was very greatly damaged. Some is worthless, while fodder is generally so badly rotted as to be unfit to feed.

PACIFIC COAST.

Whatcom, Wash.—Donnelly & Farley will build a warehouse.

Salt Lake City, Utah.—F. M. Gordon is said to have sold his grain and hay business.

Portland, Ore.—The fire loss of the W. A. Gordon Co. was \$32,000, insurance \$30,000.

Reardan, Wash.—The Interior Warehouse Co. has bot the warehouse of J. W. Hughes.

Hooper, Wash.—Balfour, Guthrie & Co. are building warehouses at Hooper and Eltopia.

Tacoma, Wash.—The Pacific Storage & Grain Warehouse Co. incorporated by C. B. Peters and J. H. Wilt.

Uniontown, Wash.—Chas. L. Covert, one of the best known grain buyers of the Palouse country, died Mar. 12 of paralysis.

San Francisco, Cal.—Leo V. Starr, formerly with L. Kauffman, has gone into business on his own account with offices at 309 California St.

Olympia, Wash.—Senate Bill No. 13, introduced by Senator Hamilton, of Pierce, asks for an appropriation of \$5,000 for defraying the expenses of a grain inspection department.

Portland, Ore.—Chas. J. Schnabel and 3 of the Albers brothers, who have withdrawn from the Albers & Schneider Co., have incorporated, \$100,000 capital, and will manufacture cereal foods.

Odessa, Wash.—The Babcock-Cornish Co. incorporated, to build wheat warehouses and a flour mill. The company expects to store between 300,000 and 400,000 bus. of wheat the first year.

We are indebted to E. Scott, secretary of the Chamber of Commerce of San Francisco, for a copy of the 53d annual report, containing valuable statistics of the trade and commerce of San Francisco and a list of members of the Chamber.

San Francisco, Cal., Apr. 1.—Warm weather and abundant rain during the month were very favorable for all crops; wheat, barley and oats in excellent condition and growing rapidly. Some grain heading and a heavy yield probable in all sections; wheat acreage large.—Government report.

Portland, Ore., April 1.—Winter wheat has apparently come thru the winter better than expected earlier in the season; some reseeded necessary on small areas in scattered portions of eastern Ore. Weather favorable for plowing; much spring wheat will be seeded.—Government report.

Dayton, Wash.—On the Snake River only 25 per cent of the former area of fall wheat is now in the ground. With success in getting their spring wheat, the farmers will have about half winter and half spring wheat. It is thought that this decrease in fall wheat is due to the

great success in raising barley in that section and it is predicted that 75 per cent of the entire crop of grain this season will be barley.

Cayuse, Ore.—The warehouses of Kerr, Gifford & Co., the Interior Warehouse Co. and the Pacific Coast Eltr. Co. burned Mar. 30. Kerr, Gifford & Co. lost 6,000 bus. of grain, the Pacific Coast Eltr. Co. 7,000 bus. and the Interior Warehouse Co. about 6,000 bus. Total loss over \$20,000, covered by insurance.

Seattle, Wash., April 1.—S. S. King, chief inspector, says that the conditions in Washington last fall were decidedly adverse to extensive planting. The farmers had all planned on planting heavily in fall wheat, but the weather continued dry too late in the fall and then when it commenced to rain it continued so long that it was impossible to get in a full crop. That was the main reason for planting so heavily with spring wheat, for with a favorable spring the early wheat does exceptionally well.

PACIFIC COAST LETTER.

Viewing conditions and prospects as they are to-day, California crops are all right.

San Francisco, Cal.—The steamer "Eureka" has arrived from Oregon with 50,275 ctls. of wheat and 3,580 ctls. of oats, consigned to local dealers.

San Francisco, Cal.—Barley options are quiet, but steady, owing to the uncertainty as to the amount of spot barley on hand, and as to wheat there is enough in the state to tide us over to the new crop, hence speculators are wary of this option.

San Francisco, Cal.—No definite rate for new crop lading has been established, but in view of the enormous amount of tonnage here, and headed this way, it is highly probable that it will be many more months before charter rates advance to a paying basis.

Island City, Ore.—The Pioneer Flour & Milling Co., which operates mills at Island City, La Grande and Union, is making extensive repairs on its Island City eltr. and mill, on the completion of which the eltr. capacity and flour and feed output will have been increased considerably.

San Francisco, Cal.—The choice hard milling wheat arriving in California from Kansas lately is meeting with good favor in this market, and judging from the expressions of approval from millers, who have run Kansas wheat, it is filling the bill and makes a superior grade of flour when mixed with a certain proportion of soft wheat.

San Francisco, Cal.—California cargoes of wheat and barley to arrive, and on passage to Europe, are so dull that buyers on the other side, in reply to an enquiry from a San Francisco shipper for a quotation, cabled that there was absolutely no demand for cargoes of grain and that no quotation of any kind could be secured.

San Francisco, Cal.—A mortgage has been recorded here, by which the Merchants' Exchange conveys its property at California and Liesdorff sts. to the Mercantile Trust Co., as security for bonds to the amount of \$1,500,000, of the denomination of \$1,000 each. The money is needed to pay the cost of constructing the new Exchange building.

San Francisco, Cal.—The vessels loading grain around the bay at present are as follows: French barks; "Bayard," 1,731 tons of wheat for Cape Town, chartered by A. B. Costigan, 17s.; "Eugene Pergeline," 1,739 tons of wheat for South

Africa, by Balfour, Guthrie & Co., 17s 6d., and "Max," 1,562 tons of wheat for East London, by E. C. Evans, 18s. 9d.

San Francisco, Cal.—As the new season approaches and crop conditions and prospects become brighter and more assured, the wheat market, here, slowly but steadily declines. Trading in the pit was never duller, and for lack of bullish or bearish news from Chicago, Europe, or the world's markets, the May and December options are gradually falling away.

San Francisco, Cal.—Spot wheat is quiet and easy. The large shipments of Oregon, Washington and Kansas wheat to California have put a damper on the very high prices, ruling here for some time past. Two months ago choice milling wheat would bring \$1.60; to-day it sells slow at \$1.42½ to \$1.45 per cental. Millers appear to be well stocked and are not forcing things, while holders show a disposition to shade prices to effect sales.

An abundance of good, soaking rains have fallen generally over California, and reports from the different sections of the state, without exception, say that the grain is doing finely and predict one of the largest crops, of all grains, in years. In the Sacramento and San Joaquin river country floods have been reported, but the extent of the damage to growing grain has not been determined. In the southern part of the state, the Salinas Valley, usually so dry, reports prospects good and with the usual April showers, the grain will head out well.

Ventura, Cal.—The prospects for large crops of small whites and lima beans were never brighter. The holdover of beans will be heavy or light according to whether the looked-for eastern demand materializes, or not, within the next 2 months. California cannot begin to consume the large quantity of beans raised in the state, hence, the east is a large factor in the situation. Small whites are hovering around \$3 per ctl., f. o. b. here. It is estimated that there are 150,000 sacks left of the 500,000 sacks. There is a bear movement on foot in the lima market, and the price has steadily dropped from \$4 to \$3.75 per cental, with the prospect of further decline unless eastern dealers begin to buy.

San Francisco, Cal.—The charter situation continues in about the same dull condition as formerly reported. The unwieldy number of disengaged vessels in the harbor continues to increase rather than diminish by the daily addition to the fleet of some of the large number of vessels headed this way from England and Australia. On the engaged list, and loading grain at present, there are but 3 ships, all of which fly the French flag, there being but little or no hope for a British bottom to secure a charter with any bounty earning Frenchman in the field. There will be no business of any consequence in the grain charter line this season, therefore, owners are laying their ships up, and are living in anticipation of a large crop and a good charter market after next harvest.—R. E. W.

PENNSYLVANIA.

New Holland, Pa.—E. M. Rutter & Co. have succeeded to the business of Amos Rutter, deceased.

Philadelphia, Pa., Apr. 4.—Corn very dull; arrivals mostly out of condition. Hot corn selling at 10 to 20 cents; No. 4 selling at 25 to 35 cents.—L. J. Logan & Co.

PHILADELPHIA LETTER.

The demand for seed oats has been excellent.

There is very little trade for wheat for export.

Practically no change in the demand for corn and oats from the country trade in the states of Pennsylvania, New Jersey, Delaware and Maryland. Instead of any improvement there seems to be a tendency towards even worse conditions.

Prices on oats have slumped considerably the last two weeks. Exporters here have been very fortunate inasmuch as a very small percentage of the corn that has arrived here has arrived in bad condition. Exporters are taking on little or no new business.

A great deal of western corn, especially corn from Ohio, has been arriving in this state and in New Jersey in bad condition. Retail dealers are almost afraid to handle corn, and quite a number of the jobbers here have refused to trade in it, owing to the great liability that they assume in handling it.

Weather throughout the east has been extremely mild and the grass has grown to a considerable length. Seeding of oats has progressed well, but there are dangers of having setbacks by frost. On the 4th very cold weather and snow damaged the fruit trees. We believe it also did harm to wheat.

It would seem that there is no limit to the supply of state corn offering and country dealers have had to buy little or no western corn. As a usual thing the month of April shows an end to the supply of state corn, and this means that there will probably be a better demand for western goods.

Exporters here are doing very little buying. Most of them have large quantities of corn in transit and are all very anxious to get it here before the germinating season arrives. None of the exporters are taking on any lines of corn for April shipment. It is true that most of the corn that they buy comes from nearby points, such as Toledo, where there are prospects of the goods arriving in Philadelphia, in fairly quick time. There is considerable fear shown on the part of the exporters here of dealing in Chicago No. 3 yellow corn.

The railroad situation is clearing up considerably and stuff is coming through in pretty good shape. All the roads have now lifted their embargoes, and cars that have been out since December, of which there are a great number, are now arriving, and there is a disposition on the part of the trade to reject goods, which is a state of affairs always evident after a big slump. This has had more or less of a depressing effect on the local jobbers, and dealers in the country do not care to buy until they get rid of some of their high-priced grain and feed.

A great many cars of Chicago No. 3 white oats are refused throughout the states of New York, Pennsylvania and New Jersey. The quality of these oats is extremely poor. They are musty, light weight, exceedingly dirty, and badly stained. It is evident that there has been a considerable change in the grading of No. 3 white oats in Chicago. It is too bad that this change was not advertised more fully throughout the different eastern exchanges. Jobbers and dealers in the states mentioned have been buying these oats, expecting to get merchantable goods, but apparently the No. 3 white grade in Chicago admits of oats that are extremely poor. It would seem as if

Chicago dealers were bidding Iowa and other western states on No. 4 oats or better, and that these oats were passing No. 3 white inspection in Chicago. There is no reason why the No. 3 white standard should have been reduced so much. These oats should be graded properly. Musty oats are always sold at a discount under sound oats and there are a great many dealers in the east who will not touch Chicago No. 3 white oats, Chicago inspection, under any circumstances, and this very fact is going to harm the Chicago market to a considerable extent. Chicago dealers may not feel this now, but the fact is true, nevertheless.—W. Penn.

SOUTHEAST.

Lisbon, Va.—J. W. Gillespie will build an eltr. in connection with his flour mill. Shepherdstown, W. Va.—W. N. Leman will build an eltr. to replace the one recently destroyed by fire.

Norfolk, Va.—W. D. Elliott has taken C. W. Northern into partnership and the capital and storage capacity will be increased.

Richmond, Va.—The erection of a drier for conditioning corn is contemplated by the Adams Grain & Provision Co., of Charlotte, N. C.

SOUTHWEST.

Kingfisher, Okla.—The J. C. Robb Grain & Eltr. Co. incorporated, \$100,000 capital.

Oklahoma, Okla.—The Oklahoma City Mill & Eltr. Co. will erect eltrs. at Mustang, Tuttle and Wheatland.

Okarche, Okla.—Burt Standard has succeeded C. M. Standard in the firm of T. E. Standard & Son. C. M. Standard has been elected recorder of deeds for Canadian County.

Perry, Okla.—The Perry Mill Co. will build a 100,000-bu. eltr. on the line of the Santa Fe and the V. & W. The eltr. will be 94 feet in height and will contain modern machinery. A new boiler and engine will be installed and new machinery which will increase the capacity of the mill 100 barrels per day.

New Orleans, La.—The grain exports during Mar., as reported by J. E. Robinson, chief inspector, amounted to 761,529 bus. of wheat and 3,560,341 bus. of corn; compared with 576,476 bus. of wheat and 168,080 bus. of corn for Mar., 1902, and 1,723,076 bus. of wheat and 2,030,959 bus. of corn for Mar., 1901. Of the total amount of grain exported during Mar., 4,146,728 bus. were inspected by the New Orleans Maritime & Merchants' Exchange.

TENNESSEE

Union City, Tenn., Apr. 3.—The wheat crop is not looking any too well at present.—S. S. Alexander.

Memphis, Tenn.—W. W. McDowell & Co. have discontinued their grain storage business.—W. W. McDowell, Jr.

Nashville, Tenn.—Grain dealers heaved a sigh of relief when the Louisville & Nashville R. R. removed the embargo.

Union City, Tenn.—The Dahnke-Walker Milling Co. has bot the eltr. and mill of the Union City Roller Mill Co. and will remodel the mill into a feed mill.

Nashville, Tenn.—The Nashville Warehouse & Eltr. Co. will retire \$30,000 or less of its capital stock, written offers of which were received by Treas. Rouzer until Apr. 6.

Ripley, Tenn.—The Farmers' & Merchants' Milling Co. incorporated, \$15,000

capital, will operate a steam flour mill and build an eltr. Incorporators, R. A. Welt, J. B. Ferguson, R. C. Kluts, Wm. Buckner and J. A. Young.

Nashville, Tenn., Apr. 1.—Wheat and other winter grains in fine condition generally and further advanced than usual; prospects better than for years at this period; late frosts did little or no damage. Planting spring oats delayed; clover and grass looking well.—Government report.

TEXAS.

Fort Worth, Tex.—A broker named Withers has been having a trial under an indictment for not paying tax on bucket-shop bets.

Gainesville, Tex.—Richardson & Co. will erect another eltr. which will be 60 feet high, and enlarge the capacity of the old eltr. to 100,000 bus.

Ft. Worth, Tex.—The Boaz Grain & Feed Co. will erect a warehouse on the S. L. & S. F. Ry., the building to be 50x100 feet and 2 stories high.

According to decision in "Suits & Decisions," this number, Texas mortgagee who permits mortgagor to sell grain covered by lien at private sale, waives right to take possession.

Collinsville, Tex., Mar. 25.—Wheat and fall sown oats look promising. The acreage of spring oats is not large, as most fields have been too wet for seeding. A very large crop of corn is now being planted.—H. Waldo.

San Antonio, Tex.—The Mutual Grain & Supply Co. incorporated, \$5,000 capital, to conduct a wholesale and retail grain business. Incorporators, J. A. Huger, Paul T. Haskell, J. H. Lynah, J. K. Bedell, C. N. Roberts and A. B. Elliott.

Galveston, Tex.—The exports of grain for the 7 months prior to Apr. 1, as reported by C. McD. Robinson, chief inspector, were: Wheat, 8,699,936 bus., compared with 4,092,449 bus. for the same period of last year, or an increase of 4,607,487 bus.; corn 4,058,271 bus. and rye 12,064 bus., compared with no corn or rye for the same period of last year.

Galveston, Tex., Apr. 1.—Wheat, rye and fall-sown oats are making vigorous growth, and the present condition of these crops indicates an exceptionally fine yield; corn planting is general, and in scattered sections is up to fair stands, and in extreme southern counties is receiving first working. Oat seeding makes satisfactory progress; cotton being planted in central and southern parts of state.—Government report.

Galveston, Tex.—In my opinion, the grain inspection bill was instigated by somebody who wanted a job, and not by anyone who is at all interested in the business of grain exporting. Inspection costs, weighing costs, and the shippers pay the bill, and before they will do that they will seek some other port.—Julius Jockusch.

Galveston, Tex.—Regarding putting in weigh masters, as provided by the Linn bill, we do not see why it is necessary that either the elevator, grain dealer or the farmer should be put to the burden of this additional expense, which would surely, in case this should become a law, fall on one of the three. The elevator earnings are little enough now and the grain dealers' profit is small, so the burden would have to be assumed by the farmer, which we do not consider a justice to the farmer, who is now loaded down with enough burdens without having to take any more. It is customary

by Galveston elevators to employ sworn weighers, who make affidavit before a notary public that they will faithfully and impartially discharge their duties as weighers of grain, and this, in my estimation, is good and sufficient protection. We have now a good and effective warehouse law, which was passed by the last legislature, and which we consider covers and gives such protection to the various grain interests concerned as could possibly be expected.—J. Reymershoffer.

College Station, Tex., Mar. 21.—Several cases of "green bugs" on oats, volunteer and spring, have been reported at Howe, but on investigation most of them were found to be the common grain plant louse (*nectarophora cerealis*) which has been common all winter, and which is not often very destructive. This species may readily be distinguished from the green bug (*toxoptera greeninum*) by the horn-like honey tubes at the posterior end of the body, and the antennae or feelers, extending from the head, being jet black, while in the green bug they are the same light green as the body. This species is also much larger than the green bug, a darker, more shining green, and the legs are strikingly marked with black. A field of spring oats was found infested at Denton. It seems probable from the fields examined and reports received, that here and there fields of small grain are more or less infested throughout North Central Texas, but from the present numbers and extent of the pest, it would hardly seem that serious or widespread injury is to be apprehended. We would, however, strongly recommend that the possible spread and development of the pest may be prevented as far as possible by burning over the infested spots.—E. Dwight Sanderson, State Entomologist.

TEXAS LETTER.

The Railroad Commission has authorized a rate of 3 cents on hay from Albra to Grand Saline, effective Apr. 1 to May 1.

Fort Worth, Tex.—A judgment for \$7,500 has been given against the Cameron Mill & Eltr. Co. in a damage suit brought by a man who fell into an excavation on the company's premises.

The Railroad Commission has announced that it will have a meeting on Apr. 22 to consider the adjustment of the rates from Galveston, class and commodity. This body has under consideration the matter of readjusting the class and commodity rates over the entire state on an entirely new basis.

Wheat reports from all portions of the state are very encouraging and the chances are that this crop will be the biggest in the history of the state, with small chance of the green bug doing any damage this year as the grain is too far advanced in growth to be affected.

Clear warm weather is surely doing good work and the grain market has felt the effects of the revival in trade with all other commodities. At present no local grain is on the market, but as the car situation has become somewhat relieved cars are coming in from the north with some degree of regularity and grain is finding ready sale both for seed and feed.

A very large amount of corn is being used for seeding and most of this grain is coming from the north, very little being on hand of last season's crop of this state. The situation regarding the planting of oats is somewhat a surprise as it is found that there is a pretty good area planted in spite of the fact that this planting was greatly delayed on account

of the excessive rain fall. The mills report that the demand for mill feed is very active and Texas millers are not able to keep up with their orders though they are running both night and day.

The Railroad Commission of Texas held a meeting at Ft. Worth Mar. 31 to take up the matter of local switching charges and the differential on grain and flour. This body had promulgated an order cutting the established rates on the Rock Island Ry. 50 per cent on both grain and flour, but held the order in abeyance until this hearing. At this meeting the grain men and millers had a strong delegation and the situation was gone over at some length. The railroads state that as the differential as applied in Texas is 2½ cents it should be the same from Oklahoma and that they were willing to maintain the differential of 5 cents from Kansas and other northern points. The Texas millers of course combatted this position, and held for the present differentials of 5 cents on interstate traffic. On Apr. 3d the Commission published its ruling to the effect that the railroads must maintain the established differential of 5 cents and must signify their willingness to maintain this differential on interstate traffic by Apr. 10, else the Commission will put in emergency rates on local business that will offset any cut in differential in interstate business. Just what the roads will do in the matter is yet to be learned, but the matter is up to them and the millers are congratulating themselves on this ruling.

The Linn Bill (House Bill 574) providing for state inspection of grain of all classes, including export grain, and placing warehouses and elevators under the control of the State Railroad Commission, and requiring elevators to furnish bond to the amount of from \$10,000 to \$50,000, was fought most vigorously by the export grain men of this state and with some degree of success, as the bill, while it passed the House, died on the calendar of the Senate, and there is little likelihood of its being taken up at the special session of the legislature just called by the Governor. The grain and elevator men at Galveston were very bitter against it and claimed that its passage would practically kill the export business of this state and further that the grain that was exported through Galveston was practically all interstate grain and came from the more northern states, they claiming that European buyers would not accept the inspection of any state inspector, as this official would necessarily hold a political position and that the result of the passage of the bill would be to divert all grain shipments to other ports such as New Orleans and Mobile. Mr. Linn refused to meet the Galveston grain men to discuss the bill and the entire bill was drawn with no reference to the feelings or opinion of the grain dealers. This bill is to all intents and purposes dead at the present time.—J. S. W.

WISCONSIN.

Amherst, Wis.—J. L. Loberg will build an eltr. near his mill.

Sturgeon Bay, Wis.—Lyon Bros. & Co., of Marinette, are erecting an eltr.

Milwaukee, Wis.—It is rumored that F. R. Morris & Co. will build an 800,000-bu. eltr.

Madison, Wis.—Governor La Follette has recommended a bill for the establishment of a commission to regulate freight rates.

Zenda, Wis.—Douglass & Dunn, of Lake Geneva, will erect an eltr. and feed warehouse.

Lena, Wis.—J. N. Bassett will build a 15,000-bu. addition to his eltr. and install new machinery.

Rubicon, Wis.—The Rubicon Malting & Grain Co. has increased capital from \$30,000 to \$60,000.

Fond du Lac, Wis.—The W. W. Cargill Co. will begin the construction of its eltr. as soon as possible.

Madison, Wis.—The senate committee on state affairs has reported adversely on the Superior grain inspection bill. Senator Hudnall, who introduced the bill, may offer a resolution recalling it.

Marinette, Wis.—Moving an eltr. by water is a feat not often attempted, but A. Pire of Oconto is moving one 60x80 ft., on a large scow, from Marinette to Oconto. He purchased the building from P. McCormick.

Benefits in Establishing a Grade of Kansas Turkey Wheat.

[Paper read at Kansas City meeting by A. H. Bennett.]

That Kansas Turkey Wheat, and the products manufactured therefrom, are rapidly taking front rank in the market of the world, is now an admitted fact; that this is being accomplished solely upon the merits of the commodity, is a self-evident truth; that it far surpasses the much-talked-of and widely-heralded Spring Wheat of the Northwest, is a fact no better known to its friends (though more readily admitted) than to many of the large mill operators in the spring wheat territory, who for years have been "bolstering up" their flour by mixing Kansas Turkey Wheat with their own spring wheat, and offering the product as "Pure Spring Wheat Flour," some of them even going so far as to publish through the columns of the press affidavits to that effect in their efforts to cover up the fact that millions of bushels of choice Kansas Turkey Wheat were at that very time in store in their elevators, awaiting only the process of the rolls to be made into "Pure Spring Wheat Flour."

Possibly the attention of the public at large would not yet have been attracted to this little ruse, had it not been carried to excess during the season of 1900 when the Spring Wheat crop was a total failure, yet the output of this "Pure Spring Wheat Flour" was in no wise diminished. But the public did not forget—the thorough investigation and widespread exposition of this practice at that time did more to attract the attention of the people to Kansas Wheat and Kansas Flour than anything else which has ever been done along that line.

Less than fifteen years ago this variety of wheat was not much in demand; indeed, it had not come to be generally considered of great value for milling purposes, and even as late as in 1891 sold in the Kansas City market at from 4 to 5 cents per bushel under the price of Red; but what has been the relative value during the past two or three years? Reference to your Kansas City price currents will show that during more than one-half of this time its market value has been equal to or greater than that of the soft wheat variety. Note, if you will, the mills who draw their supplies from our state; a few years ago there were more of them equipped for grinding soft wheat than hard, but how is it now? You can count the large soft wheat mills of our state upon the fingers of one hand, leaving one finger still uncounted, but the hard wheat mills are to be numbered by the score, and the number is increasing every year.

How account for this rapid change? What does it signify? Simply that Kansas Turkey Wheat is superior to all others, and that the public in general is rapidly becoming aware of this fact. Then what are some of the benefits to be derived from the establishment of a grade to be known as Kansas Turkey Wheat, and of what should such grades consist?

First—It will prevent misunderstandings and disputes between buyer and seller. The most of those present will remember that in 1900 (and frequently since that time)

numerous Kansas City buyers bid from one-half cent to a cent and a half premium for Turkey Wheat; perhaps some of you shipped wheat which you expected would be applied at that premium, but was disappointed to learn that the buyer did not so consider it, and with no official inspection to determine which was correct, the opportunity for a misunderstanding was not wanting, and the shipper got the experience while the elevator mixer took the profit, but since experience does not show up in bank balances, the elevator man had decidedly the best of the deal.

Second—It will help to give it precedent. Every manufacturer who wishes to place an article upon the market, first gives it an appropriate name by which it is to be known to manufacturer, jobber, retailer and consumers alike, and under which its reputation is publicly established and maintained. Likewise if we wish this, the pride of all Kansas agricultural products, to become thoroughly established in the public mind, we must give it a name or grade.

Third—An appropriate name, with proper distinctions as to grade, will prevent manipulation. A few years ago when this wheat first began to command attention, there was an attempt made to give it a name, but time, which proves all things, proved it to be a misnomer instead; for a short time it was called Kansas Hard Wheat, but this did not prove adequate—it was too general, and now we seldom see an inspection certificate reading "Kansas Hard Wheat." Why? Because Nebraska and Oklahoma both raise hard wheat, and while both resemble the Kansas variety, neither are its equal, as has been demonstrated by government chemists, and neither command equal prices in the general markets. Elevator men and mixers were quick to take advantage of these facts, and began mixing with the genuine article these inferior and cheaper grains, until though similar in appearance this mixture was far below the Kansas standard, and a careful comparison would have brought the blushes to a Kansas farmer's wheat bin, but with the establishment of pure Turkey Wheat grades, this manipulation can be prevented, and the relative increase in values will benefit the dealers and producers of Kansas rather than the proprietors of a few mixing houses in general markets.

Fourth—This will improve the standard of Kansas Wheat, and to improve the standard means to increase the revenue to both producer and dealer; to the producer, because it costs no more to plant, harvest and market good grain than it does poor; to dealer, because the commodity will have a fixed value of which he will reap the benefit, and that value will be determined by the demand from millers who want the wheat to grind, not by elevator mixers and speculators in central markets, for if No. 2 Kansas Turkey Wheat shall consist of pure Turkey Wheat, sound, clean, uniform in color and size, and test not less than 59 lbs. to the measured bushel, if No. 3 Kansas Turkey Wheat shall consist of pure Turkey Wheat, reasonably sound; reasonably clean, and uniform in color and size, and test not less than 57 lbs. to the measured bushel, those provisions that it shall be pure Turkey Wheat and that it shall be uniform in color and size, and will not only prevent manipulation to any great extent, but will also hold high the standard, for if manipulated wheat cannot be identified in any other way, it can be determined by the lack of uniformity in color and size.

Fifth—To raise the standard of quality, will create a demand from millers, and so fast as this standard is raised and maintained, just so fast will these mills become more and more anxious for our wheat, for it is a well-known fact that every miller prefers the unmanipulated article when he can get it, and instead of having to consign large quantities of milling wheat to Kansas City and other markets, this demand will grow and increase, more and more, year by year, until, at no far distant day there shall be established a demand from mills east, west, north and south, sufficient to enable the dealers of our state to place every bushel of milling wheat direct to the manufacturer.

Lastly—Shall we have this grade? Shall Kansas dealers and shippers reap the benefits to be derived from the production of the best wheat on the continent, or shall we continue to allow the elevators at terminal markets to reap the profits which rightfully belong to us? These questions are for you to answer.

Annual Meeting of the Grain Dealers Union.

The seventh annual meeting of the Grain Dealers Union of Southwest Iowa and Northwest Missouri was called to order by President D. Hunter of Hamburg in the ballroom of the Grand Hotel, Council Bluffs, Ia., Friday, March 27, 1903, at 2:30, who said: I am pleased to see such a good turn out. The meeting will be a love feast and election of officers. Recently we have attempted to extend our association into Missouri and have held meetings at Moberly, Chillicothe, Hannibal and Mexico and have met with gratifying encouragement. It is our intention to hold other meetings in Missouri soon, in hope of making farther increase in the membership. We have no program and no trouble, hence we will select officers. You are well acquainted with one another and should be able to select men who will guard the union's interest carefully.

The secretary has a paper, to which we will listen.

Secretary Stibbens read the following paper:

SECRETARY'S REPORT.

No doubt nearly all of you are aware this organization was seven years old on the 19th of the present month, and I am pleased to inform you that we have a larger membership to-day than ever before.

On March 1st we had a total membership of 142, and during the year we took in 60 new members on account of having extended the organization farther south in the state of Missouri. The past year there have been 7 withdrawals and one suspension, which makes a net gain of 52 members. The membership we have represents 177 stations.

During the coming year we believe the membership can be doubled by thoroughly organizing the grain producing section of Missouri, as we have met with fairly good success in that state and are receiving the support of the dealers and the railroads, as both interests realize it is to their advantage.

During the year just passed quite a number of petty differences have occurred among our members, but I believe to-day the grain trade in Southwestern Iowa is in better condition than ever before, and a state of almost perfect harmony prevails.

By attending the meetings you have cultivated a feeling of friendship for your competitors, thereby overcoming that jealousy that existed in years gone by; consequently your views have been broadened and you have become better business men, because you have had the advantages of the opinions of others.

If it were not for the various grain associations, your business would drift back in a very short time to the old way of doing things—unprofitable and unbusiness-like.

Association work has educated the country trade, as well as the people in the terminal markets, but there is a very small element in all the terminals who would hail the day if these organizations would go out of existence, for under the present conditions they are prevented from practicing fraud.

Safeguards have been built up and thrown around the business at the terminal markets by the associations with the assistance of the receivers, but withdraw the influence of the various organizations and you will have an unprofitable condition of affairs.

You will find in this section the grain business as nearly confined to the regular dealers as it is possible to have it, but it has taken a great deal of time and hard work to bring it about, and the success of this Union is due to the support of its members.

The harmony prevailing in this territory has been brought about by the co-operation of our members and the support of the receivers and railroads.

I think you have all learned that the interests of the grain shippers, receivers and railroads are so closely interwoven that it is simply a good business proposition, and every one should understand it is suicidal for one to antagonize the other.

We must not lose sight of the fact that conditions are changing each year; therefore it will be necessary for associations to make some changes in their methods in the near future, on account of the drastic state and national laws that are being enacted.

In other words, associations must from this time on be conducted in a way that will stand close scrutiny, showing conclusively legitimate reasons for their existence, and this can and will be done.

It is wise for associations to have as little to do as possible with politics, but circumstances have arisen in the past, and will in the future, when it will be necessary for the grain dealer to take a hand politically to prevent laws from being enacted that will be detrimental to his business.

You all remember very well if the grain trade in this state had not stood solidly together, there would never have been an amendment to the Landlords' Lien Law. This new law has been in effect less than one year, but has saved the dealers of Iowa thousands of dollars.

It is only natural for the dealers in the country to look at conditions confronting them, and they oftentimes lose sight of the fact that receivers as well as themselves have rights that should not be overlooked. Therefore it will be well on your part, when you are making demands on the receivers, to inquire what are you giving them in return for the protection exacted of them? True, you cannot give business to every receiver, but you can reciprocate to a certain extent.

The majority of the receivers support you because they are in sympathy with associations, and they realize their trade with the country dealers is on a much safer basis than it was prior to the existence of associations. They also realize if they have a difference with a country dealer they can arbitrate it instead of going into the courts and spending the full amount of the claim in collecting it.

There are a few "Jack Snipe" receivers in every market that are so short of business they resort to methods of soliciting business from people who are not regularly engaged in buying and selling grain, neither have they a dollar invested, but their ideas of justice between their fellow men are so narrow and warped they resort to degrading methods to eke out an existence fraudulently. These are the people who are the enemies of the associations and seek to disrupt them.

When you locate the fellows in the terminal markets who oppose the associations, you find the parties who are constantly giving out interviews to the public press, with head lines that strike terror to the uninitiated. Their sole aim and object is to breed discord and convey the idea that the grain trade is a big trust or combination.

Has it ever occurred to you that this element that is endeavoring to sow the seed of discord throughout the country are trying to form one of the most ruinous combinations ever perpetrated upon a confiding public? They go howling over the country, with the full intent of driving out of business every dealer who has his money invested and maintains an open market for the producer every day in the year.

I desire to urge upon you the necessity of dealing fairly with the receivers, as I frequently have small claims referred to me by the commission people, against some of our members, and in most of the cases the claims are just ones, but refused on some technicality, or on account of an improper understanding of terminal methods.

No country dealer can justly refuse to pay a re-consignment charge, an overdraft occasioned by a shortage, when furnished with an official weight certificate, yet nearly all these little differences between shipper and receiver are caused by these two things. The receiver acts simply as your agent and is not responsible for this charge, except it is his duty to use due diligence in caring for the business entrusted to his care.

One reason you should be square with the receivers is that in the past we have been compelled to ask them to protect your business, and if this organization succeeds in the future we must have their co-operation; therefore it will be unwise on your part to cry "fraud" until it has been clearly demonstrated you have been defrauded.

You have met here for the purpose of electing officers for the ensuing year, to conduct the affairs of this organization, but if any mistakes are made on your part in the selection, you alone are to

blame, as the greater part of you are old members and should be familiar with what you want.

Having been fairly successful for the past seven years, there is no good reason why you cannot continue the good work for seven years longer, and I believe you will.

I would suggest that you change section 2 of article 7 of the Constitution to read as follows: "The fee for joining this association shall be three dollars, and the dues shall be one dollar per month for his or their station. In cases where members operate more than one station, the dues shall be fifty cents per month for each additional station in excess of one, and the dues shall be paid quarterly in advance."

In making complaints to the president and secretary, be careful and give all the facts. Be sure your complaint is well founded. Do not advance the price on the rumor that some other dealer has done so. Use the telephone or write a letter if necessary, before stirring up a fight that will spread to a dozen stations. Believe your competitor and have a friendly talk with him, and nine times out of ten you will be able to adjust the difference.

Pres. Hunter: I want to say a word in regard to delinquent dues. If your officers are to do much traveling at three cents a mile you must pay dues promptly and have less trouble, or stand for heavier assessments.

The secretary's financial report was accepted.

Sec. Stibbens: I think the proposed change in the by-laws will not reduce our income as all members will pay on each station operated, while now they pay on only one.

J. Gilmore, Imogene: I think our initiation fee should be increased to \$5. You cannot gain admission to any social organization for less. This is a business proposition and surely worth \$5.

J. Gault, Creston: I think the amendment proposed is fair and favor its adoption.

C. H. Harris, Bartlett: A dealer should list all his stations or none. If he does not pay on all stations it works an injustice on the single station member. In order to get an expression I move as an amendment that each member be taxed \$1 instead of 50 cents for each additional station.

J. Gault: Some small stations with three buyers will be taxed in excess of what their business warrants. I do not think it is fair or right to tax each member \$1 for each station regardless of the business done.

The motion was carried and the amendment providing for the payment of \$1 per month on each station was adopted.

The Secy. read 55 applications for membership. One was objected to by Mr. Hoak of Sharpsburg, and sustained by the Asso. The rest were accepted.

Upon motion of Mr. Harris, all except the application of S. E. Wainwright were accepted.

J. T. Johnson, Rockport, Mo.: Is it the sense of this Asso. that a miller has the right to go into the territory of regular dealers and buy grain regardless of the dealer. I do not wish to work any hardship or wrong any one.

J. Gilmore: This Asso. adopted a rule several years ago that millers should buy from dealers, except where it was hauled to their mills by the growers. The miller must not go to other stations and do a schoo shovel business.

P. Danner, Blanchard: When I go to other stations I buy from the dealer, but demand all local wheat for our mill. The poor wheat we do not want.

Pres. Hunter: The dealers generally make more on the poor than on the good

wheat. We will proceed to the election of officers.

D. Hunter of Hamburg, Ia., was nominated for president and elected unanimously by a rising vote.

Mr. Hunter thanked the members for the honor conferred and the confidence shown. I have some schemes for the promotion of the interests of members and will try to serve you another year, but after that I will be out for good.

I. T. Spangler of Walnut was elected vice-president and Geo. A. Stibbens was elected Secy.-Treas. unanimously.

The old governing committee was re-elected as follows: F. M. Campbell, Randolph, Ia.; J. D. Young, Anita; W. W. Albright, Lewis; G. H. Currier, Prescott; D. N. Dunlap, Fontanelle; M. F. Hackett, Fairfax, Mo.; and Geo. R. Jones, Phelps City, Mo.

W. J. Davenport, Asst. Frt. Agt. of C., B. & Q.: My recollections carry me back 20 years to a meeting in Shenandoah when the first grain Asso. west of the Mississippi was organized. I worked with that as I have worked with this. The railroad companies are working harmoniously with their shippers. We have not been able to move grain as promptly during the last year as desired. We have had trouble in not being able to let our cars go off our road. The Burlington has fully 12,000 cars off its own rails, many of which will not get back for a year if ever. If we could get Eastern cars we could move 50,000 cars out of Council Bluffs in the next month.

The advisability of holding meetings in Missouri was discussed without action.

Secy. Stibbens reviewed the grain trust article published in the Chicago Tribune and copied elsewhere, also the Illinois Central case against the Illinois Grain Dirs. Asso.

Adjourned.

ECHOES FROM THE BLUFFS.

A good meeting.

Every one had corn to wear. altho Boynton was absent, his cigars were thoroughly burned.

Nebraska was represented by F. J. Campbell, C. V. Fisher, Omaha.

Kansas City sent one lone representative—G. A. Aylsworth, Secy. of the Mofatt Com. Co.

One GASoline engine man—W. L. Penny, Gen. Agt. The Cook Mfg. Co., Albion, Mich.

The C., B. & Q. R. R. was represented by J. M. Bechtle, D. F. A.; W. J. Davenport, Asst. D. F. A., and H. S. Jones, D. P. A.

The Huntley Mfg. Co. was represented by S. J. McTiernan with a full line of Monitors and a fresh supply of stories.

Chicago firms represented were Rosenbaum Bros. by F. C. Harvey; Irwin, Green & Co., by E. E. Sherwood; Chas. Counselman & Co., by Geo. H. Lyons.

Missouri's delegation was not strong in numbers. It included F. G. Fulton, Gallatin; M. F. Hackett, Fairfax; G. R. Jones, Phelps City; J. T. Johnson, Rockport; H. F. Kirchey, Wayland; W. E. Redmon, Nishna; C. Sawyer, Westboro; J. M. Scamman, Tarkio; L. L. Teare, Craig.

St. Louis firms represented were G. L. Graham & Co., by S. T. Marshall; Cochran Grain Co., by J. B. Swearingen; J. E. Hall Com. Co., by W. E. Knapp; P. P. Williams Grain Co., by Jos. Norton; J. L. Wright Grain Co., by C. L. Wright. Iowa dealers present included H. G. Abrahams, Prescott; W. W. Albright,

Lewis; J. Auracher, Shenandoah; J. W. Berry, Clarinda; F. M. Campbell, Randolph; J. E. Chaney, Messina; L. G. Consigny, Avoca; G. H. Currier, Prescott; F. E. Cowden, Riverton; P. Danner, Blanchard; Wm. Daugherty, Hawthorne; C. F. Davis, Pacific Junction; W. H. Eaton, Emmerson; R. J. Edmonds, Hawthorne; L. M. Garman, Glenwood; J. Gault, Creston; J. Gilmore, Imogene; G. M. Gwynne, Essex; J. H. Gwynn, Yorktown; C. H. Harris, Bartlett; M. Hennessy, Orient; J. H. Hopp, Hillsdale; J. L. Hoak, Sharpsburg; D. Hunter, Hamburg; J. A. Irving, Anita; P. Kilmartin, Malvern; J. A. Kyle, Shenandoah; A. J. Marsh, Shenandoah; F. McBride, Hamburg; T. J. McCormick, Stanton; J. McDermott, Bridgewater; Wm. McMahill, Shenandoah; C. C. Ragan, Coin; A. P. Reeve, Silver City; W. E. Riggs, Kent; W. F. Schindley, Lewis; Ira W. Shambaugh, Clarinda; W. G. Sherman, Riverton; C. Sherrett, Wiota; J. W. Smith, Lamoni; I. T. Spangler, Walnut; J. C. Spangler, Walnut; A. D. Swisher, Hastings; N. N. Turner, Cumberland; E. H. Van Schoick, Elliott; G. G. Whisler, Farragut; G. E. Wilson, Hepburn; G. W. Wyant, Malvern; J. D. Young, Anita.

REPORT OF THE TREASURER OF THE GRAIN DEALERS UNION.

Cash on hand March 1, 1902.....\$ 95.29
Membership fees and dues received.. 1,521.10

\$1,616.39

Telegrams furnishing members market reports by J. A. Kyle & Sons..\$ 127.14

Expense Governing Committee—

D. N. Dunlap..... 9.89
G. H. Currier..... 6.00
G. R. Jones..... 6.80
J. D. Young..... 11.82
M. F. Hackett..... 8.00
F. M. Campbell..... 4.60
W. W. Albright..... 10.00

Expense as delegate to Peoria convention, G. H. Currier..... 25.00

Expense as delegate to Peoria convention, T. A. Kyle..... 16.18

Dues, July 1, '02, to Jan. 1, '03, G. D. N. A..... 50.00

President's salary and expense..... 377.85

Secretary's office expense—

Stationery\$ 3.65
Printing 33.25
Telegrams 3.24
Postage 82.50
Railroad and hotel exp... 99.15
Misc. exp. 3.80

230.59

Secretary salary 700.00

\$1,583.87

Cash on hand March 1, 1903..... 32.52

\$1,616.39

Books Received.

THE BOOK OF CORN, a treatise on corn from the seed to the consumer, contains valuable chapters on varieties and selection of seed, judging ears, planting, cultivating, uses and statistics, and is instructive to the farmer and entertaining to the student. The work is marred by gross misstatements in the chapter on marketing, and lauds co-operative farmers' elevator companies as great successes when the reverse is the truth. Illustrated with 100 engravings from photographs and drawings; 368 pages. Orange Judd Co., New York; \$1.50.

The imports of flaxseed and timothy seed into the Philippine Islands during the 10 months prior to Nov. 1 amounted to 7,445 pounds, compared with 19,456 pounds for the same period of 1901.

The Argentine wheat crop of 1902-3 is officially reported by Emilio Lahitte as 113,983,000 bus.; against 56,379,000 bus. in 1901-2. The flaxseed crop also is more than twice as great as that of the preceding year.

Chicago's New Flaxseed Inspectors.

Charles F. Lias, who has just been appointed Inspector and Registrar of Flaxseed of the Board of Trade of the City of Chicago to succeed the late Sylvanus H. Stevens, is a native of Lockhaven, Pa., where he was born July 13, 1868, of English-American parents. His father was a prosperous farmer for many years, and when young Lias was twelve years of age the family moved to Altoona, Pa., where the boy acquired his education



Chas. F. Lias, Chicago.

in the public schools of that city. Imbued with a love of railroading, he entered the employ of the Pennsylvania Railroad Company, after his graduation, and served with credit until the fall of 1889. At that time there sprang up a tendency on the part of the younger generation to "go west," and soon young Lias migrated to the "land of golden promise." He determined upon Chicago as his sphere of future usefulness and soon cast his destiny with the metropolis of the West.

Within a year after his arrival he was engaged by Mr. Stevens as a helper in the Flaxseed Inspection Department. His adaptability and sterling integrity did not remain unrewarded, and after a brief apprenticeship he was promoted to the position of assistant inspector. In this capacity he continued until the last illness of Mr. Stevens, when he was placed in charge of the department by the Chief Inspector.

The appointment of Mr. Lias from a field of six candidates comes as a fitting tribute to unswerving fidelity and faithfulness. He is accounted an expert judge of flaxseed, and has made this commodity a life study.

Mr. Lias was married on February 9, 1897, to Miss Gladia K. Wormer of Bellewood, Pa. A man possessed of much executive ability and strict business principles, he is of a genial disposition and agreeable personality.

The inventor of the check rower corn planter, Geo. D. Haworth, died recently at Decatur, Ill.

Colombia, South America, has exempted flour and vegetable products from duty, on account of scarcity.

THE SUPPLY TRADE

Advertisers find the best papers are the cheapest.—Printer's Ink.

The Link Belt Machinery Co., of Chicago, has completed an addition to its shops.

The Younglove & Boggess Co., of Mason City, Ia., has obtained a charter in Illinois also.

Alfred C. Clark has no connection whatever with the Grain Dealers Journal, neither has he ever been identified with it in any capacity.

H. E. Furnas, representative of the S. Howes Co., of Silver Creek, N. Y., has removed his headquarters from Battle Creek, Mich., to the Produce Exchange, Toledo, O.

The Edward Hines Lumber Co., of Chicago, had its big fleet of vessels delayed several days at the opening of navigation by the strike of firemen on the Great Lakes.

The Witte Gas & Gasoline Engine Co. has been incorporated at Chicago. The capital stock is \$3,000 and the incorporators are E. H. Witte, C. F. Blakeslee and H. L. Rainsford.

The Younglove & Boggess Co., of Mason City, Ia., has recently been awarded contracts to build 5 elevators at Ridgeway and Faulkner, Ia., Elk Point, S. D., Wilder, Minn., and Secor, Ill.

The Bauer Machine Works Co., which was incorporated at Kansas City recently, has taken over the business of the Bauer Machine Works and erected a new brick factory 50x100 two stories at 111-113 W. 18th street, which it will equip with new machine tools of special design particularly adapted to the manufacture of the Bauer engine.

Some trade publications are excellent examples of what trade publications should not be—made up with the scissors so far as reading matter is concerned, and padded out with innumerable pages of ads which have been dead any time these ten years, if they were ever alive.—Printers' Ink.

Goffe, Lucas & Carkener, Kansas City, Mo., celebrated their tenth birthday, Apr. 1, by sending their traveling man by mail to all country customers. Their traveling man is cut out of red cardboard and contains a statement of the firm's excellent facilities for handling consignments and futures, as well as portraits of the three members.

The Hess Warming & Ventilating Co., of Chicago, has just issued a new catalog describing the Hess Pneumatic System for drying, cooling, purifying, parching and cooking grain and food products. The principles on which the Hess Drier operates are explained in a well written text graphically illustrated by 11 full page engravings made from fotografs. The catalog is very attractively printed, and has a handsome cover design. Those wanting up-to-date information on grain drying should send for a copy.

The Hess Warming & Ventilating Co. reports an unprecedented demand for driers, not only for the winter shelled corn, but for various uses in mills and food factories. Among recent orders are: a huge corn drier for the Texas & Pacific R. R. to be erected at New Orleans, and to be similar to the one purchased by the Illinois Central for the same city; a drier for hominy, one for hominy feed, and one for corn germs, for the Ameri-

can Hominy Co., Indianapolis; flake toasting oven for the Cero-Fruto Food Co., Battle Creek, Mich.; and an oat parching drier for the Atchison Oatmeal & Cereal Co.

SEEDS.

The Iowa Seed Co., of Des Moines, will add 2 stories to its building.

A car of clover seed at Baltimore, Md., is understood to be 30,000 pounds.

The S. F. Leonard Seed Co., Chicago, sustained Apr. 4 a heavy loss by fire.

Grass and clover seeds have been the chief sales of the eltrs. for the past few weeks and there has been quite a large lot sold.—O. W. Leoffler, Bad Axe, Mich.

Farmers are sowing a large acreage of clover and nearly all of the dealers in that section have run out of seed, report T. J. Lewis & Bro., Roann, Ind.

The Albert Dickinson Co., Chicago, has been compelled to stop its machinery owing to the unreasonable demands of a labor union upon the company which furnished power to run the seed elevator.

Green Garrett, of Winchester, dealer in grass seed, sustained a loss of about \$3,000 by fire at Mt. Sterling, Ky., Mar. 29, and Sullivan & Toohey sustained a loss of \$1,500 on grass seed in the same fire.

March clover seed has been a gay bird. Started at lowest, soared up two dollars and half. Crop failure abroad, short on this side. Exports large. Speculation active. Stocks left very small, much less than year ago. All be wanted.—C. A. King Co.

Clover seed receipts at Toledo for the week ending Apr. 4 were 1,375 bags, compared with 3,500 bags for the corresponding week of last year; receipts for the season have been 94,460 bags, compared with 125,060 bags to the same date last year.

Clover seed shipments from Toledo for the week ending Apr. 4 were 5,060 bags, compared with 5,755 bags for the corresponding week of last year; shipments for the season have been 111,229 bags, compared with 120,613 bags to the same date last year.

Seed receipts at Chicago for the 2 weeks ending Apr. 4 were: 853,320 pounds of timothy seed, 563,655 pounds of clover seed, 411,367 pounds of other grass seed and 112,093 bus. of flaxseed; compared with 1,122,546 pounds of timothy seed, 334,035 pounds of clover seed, 601,375 pounds of other grass seed and 110,107 bus. of flaxseed for the corresponding weeks of last year.

Our clover seed friends have been very fortunate all season. They have held the three aces of foresight, nerve and

ambitious money. They have done more to advance prices and make it a profitable season for interior shippers than all the local dealers here combined. There have been trying times but nearly all of our patrons have made money and some have reaped very large profits.—C. A. King & Co.

Seed shipments from Chicago for the 2 weeks ending Apr. 4 were: 5,211,100 pounds of timothy seed, 494,150 pounds of clover seed, 715,654 pounds of other grass seed and 24,080 bus. of flaxseed; compared with 3,621,478 pounds of timothy seed, 607,243 pounds of clover seed, 1,241,380 pounds of other grass seed and 13,482 bus. of flaxseed, for the corresponding weeks of last year.

Missouri crop report, Apr. 1: Timothy meadows are in excellent condition and the growth at this time is in advance of last year. The present condition is 93 compared with only 68 one year ago and a five years' average of 76. Clover has been injured some by "heaving," and some of the spring sowing has been killed by the late freezing, but most of the correspondents report a good stand of young clover. Alfalfa is doing well in a number of localities and will be tried more extensively this year.

The alfalfa seed which is found on the market comes largely from Colorado and Utah, where irrigation is practiced. The Ohio experiment station has found that two kinds of dodder seeds are common in this western alfalfa seed; the kind more common having seeds that will pass through a 20-mesh sieve, while the other is nearly the size of alfalfa seed. The many cases of dodder killed patches in alfalfa fields last year show that no one should sow alfalfa seed without recleaning through a sieve of 20 meshes to the inch before sowing.

Gasoline Engines,
Grain Cleaners,
Wagon, Hopper,
Portable, Dump Scales,
Elevator Supplies.

Write for Catalog of Complete
Elevator Equipment.

C. D. HOLBROOK &
CO.
Minneapolis, Minn.

Why should you use our new chain feeder
in preference to any other?

BECAUSE STRENGTH CONQUERS

and the price is right. Send specifications
for complete elevator equipments.

B. S. CONSTANT CO., BLOOMINGTON, ILL.

GRAIN PURIFYING

PURIFYING grain—especially oats and barley—has been in use for more than a half century, and has always been done by bringing steam and sulphur fumes in contact with the grain. This, whether called purifying or bleaching, has been the only treatment of oats and barley for removing stains and odors, and is the only work done by the purifiers on the market to-day, the steam for moistening and the sulphur fumes for deodorizing and whitening. The trouble with such work was in the exclusive use of steam for moistening (steam cannot be less than 212 degrees in heat) and combining this steam with sulphur fumes of high degree of heat, resulting disastrously to the grain in many ways, and making the grain so hot as to require expensive machinery to cool and prepare it for shipment, and leaving either the odor of sulphur or its resultant sour odor attached to the grain after treatment.

Experienced operators in purifying and bleaching grain, after seeing our work, say we have overcome the causes of their greatest troubles and loss.

With our System, the operator has absolute control of the temperature in treatment, and can do the work with or without heat, and no additional machinery is necessary in preparing the grain for shipment after treatment.

Our System has received the approval of the largest handlers of grain in America.

Our System is entirely different from all others heretofore in use, and is fully covered by United States Letters Patent.

While our System for Purifying is applicable to all grains, it is especially valuable to oats and barley in removing **Mold, Must, Smut, Fungus and Weather or Water Stains, Bad Odors and Smells, Expelling Heat and Moisture and Restoring Natural Color and Aroma of the Grain**, thus greatly enhancing its food value and selling price, without impairing its germinating qualities.

The Operator has absolute control of the temperature in treatment, can do the work with or without heat, and no additional machinery is necessary for preparing for shipment.

COST OF TREATMENT LESS THAN ONE DOLLAR PER THOUSAND BUSHELS OF GRAIN.

Only about three feet square floor space required, and may be placed outside the elevator.

More than two hundred elevator operators have visited our plant during the past six months to see the work done, and all agree that no such results have ever before been accomplished.

No elevator, from country elevator handling 50,000 bushels of grain a year up to the largest transfer house, can afford to be without our Purifying System. The price is within the reach of all and can be saved within a short time.

We shall be purifying oats by our System almost constantly during the months of April and May at our elevator, Earl Park, Indiana, 100 miles from Chicago or Indianapolis on the Big Four Railway, and all parties interested will be welcome. If you have not the time to make a personal inspection, send for descriptive circulars and samples of grain before and after treatment. We invite inspection and comparison. Address

CALDWELL & BARR, Earl Park, Ind.

[We have been granted by the U. S. Patent Office and we now fully control the only PROCESS PATENT ever issued by the United States Government on a PROCESS for treating and bleaching grain. All other so-called purifiers so extensively advertised are simply mechanical devices, some patented, others not, and none of them controlling or covering a process; and all users of them are liable to us in action for damages for infringement if without our consent they make use of our Process either without or in connection with any of such so-called purifiers or devices.]

AFTER SIXTEEN YEARS OF SERVICE

Thousands of Little Victor Shellers and Cleaners are in successful operation throughout the country.

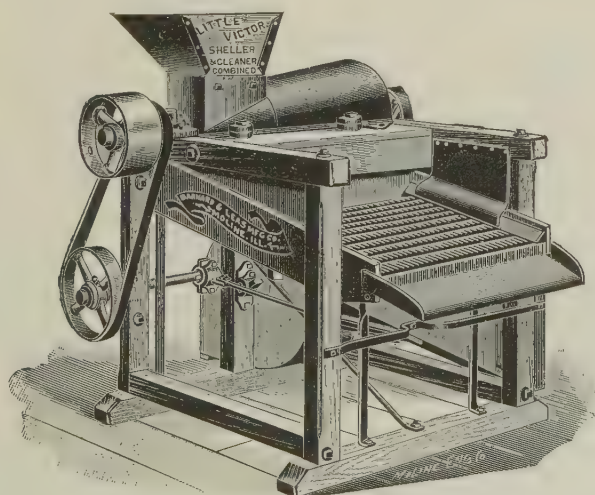
BARNARD & LEAS MFG. CO.,
Gentlemen:—

since. No part of it is worn except the sieves.

I bought a Little Victor Combined Corn-Shell and Cleaner of you in 1886. The machine has been used ever
Yours truly,

R. B. FLENNIKEN & CO

OSTERDOCK, IOWA, Jan. 18th, 1902.



This machine shells and cleans the corn in one operation.

It is provided with Cornwall's patent sieve which insures the very best work.

Send for latest circular.

BARNARD & LEAS MFG. CO.,

Builders of Elevators and
Elevator Machinery,

Moline, Ill.

GRAIN CARRIERS.

Duluth grain charters are being made at 2 cents.

The Missouri Pacific has ordered 4,500 box cars.

The rate on wheat, Chicago to Buffalo, has declined to 134.

Fast freights, it is said, will be discontinued by the Eastern roads.

The Welland Canal opens for navigation Apr. 10, ten days earlier than usual.

The Miller Steamship Co. has been incorporated at Buffalo by J. J. McWilliams and others.

Duluth had 5,000,000 bus. less grain in store at the opening of navigation this season than last.

The Newton & Northwestern has let the contract for a 52-mile extension from Boone to Newton, Ia.

The first boat to pass thru the Straits of Mackinaw was the steamer J. D. Marshall on the morning of Apr. 2.

The Lakeside Steamship Co. has been incorporated at Duluth with \$100,000 capital, by well known vessel men.

The Coastwise Transportation Co. has been incorporated at Trenton, N. J., with \$3,000,000 capital, to operate vessels.

Construction of the Kansas City, Beatrice & Western is to begin very soon between Virginia and Beatrice, Neb.

Rich grain territory will be opened by the C., M. & St. P. extension from Woonsocket, S. D., to Wessington Springs.

The Great Lakes & St. Lawrence Transportation Co., it is said, will operate 10 steamships between Duluth and Montreal.

The first Canadian Pacific boat is scheduled to leave Owen Sound for Fort William Apr. 14, 8 days earlier than last year.

The Northern Pacific will shorten its line between Minneapolis and Duluth by building from Grantsburg, Wis., to Iron River.

Track will be laid very soon on the extension of the C., M. & St. P. LeSueur Center to Mankato, Minn., which has been graded.

The Litchfield & St. Louis Railway Co. has been incorporated at Litchfield, Ill., to build a line that will form part of the Big Four system.

Rumor has it that the 63 miles of road to be built between Old Monroe and Mexico, Mo., by the C., B. & Q., will be used also by the Alton.

The Interstate Commerce Commission at a recent meeting at Chicago looked into alleged monopoly of grain shipments along certain lines of railroad.

Surveys have been made of the Danville & Western's proposed 47 miles via Covington, Stone Bluff, Newton, Odell, Shadeland and Lafayette, Ind.

A line 75 miles in length will be built from Upton, Wyo., to Belle Fourche, S. D., by the Wyoming & Black Hills Railway Co., recently incorporated.

The Canadian Pacific Railway has decided to establish a bi-weekly steamship service between Montreal and London, temporarily leaving out Glasgow.

The Soo road will build a line 200 miles long into the White Earth reservation, crossing the Great Northern at Alexandria, Minn., and tapping new territory.

The Canada Lake & Ocean Navigation Co. has bot 3 steamers to add to its line of 4 boats in the grain carrying trade between Port Arthur and Depot Harbor.

Track is being laid on the 140-mile branch of the Arkansas Valley & West-

ern from Red Fork, I. T., to Enid, Okla., which is expected to be in operation in July.

Ice disappeared from the connecting channels so early that navigation could have opened before Apr. 1. Marine insurance did not become effective before that date.

The railroad embargo was overcome by the grain dealers of Nashville, Tenn., recently, by combining to charter a steamer to carry 9,000 sacks of corn from St. Louis, Mo.

The Sioux City & Missouri River Transportation Co. has been incorporated at Running Water, S. D., by Jos. Leach of that place and others, to carry grain on the river.

The trouble between the Great Lakes Towing Co. (the tug trust) and the tugmen was settled Apr. 1 by the company granting an increase of \$11.29 per month average to each man.

Many New England dealers who are waiting in vain for shipments of corn to arrive can find their grain at Harrisburg, Pa., where a great number of loaded cars have been standing still.

Organized labor laid its paralyzing hand on lake traffic right at the opening of navigation. Sailors had hardly begun work Apr. 1 when the agitators ordered them to quit until granted a higher wage.

The Federal Court at Cleveland has ordered the defendant railroad in the suit brot by the Interstate Commerce Commission to compel the transportation of hay at 6th class rates, to make answer May 4.

All passes given to shippers are to be discontinued, say the executive officers of the western roads. Grain shippers have received so few of these favors that the stopping of free rides gives them no grief.

The canal referendum bill, involving the outlay of \$101,000,000, passed the New York assembly Mar. 25 after 9 hours' debate, and the construction of a 1,000-ton barge canal will be left to a vote of the people.

Milwaukee is given another eastern outlet by Gustav Kitzinger's purchase of the Pere Marquette Railroad steamers Nos. 3 and 4 for his new line to connect with the Grand Rapids & Indiana Railroad at Manistee, Mich.

W. J. Koch & Co., grain shippers of Philadelphia, Pa., filed a complaint with the Interstate Commerce Commission Apr. 1 against the Pennsylvania and the Big Four roads, alleging unreasonable rates and discrimination against the locality of Harrisburg, Pa.

Cartage, or any other service, must be entered on rate sheets by the railroads, under a recent order by the Interstate Commerce Commission. The granting of special favors such as cartage or storage, if denied other shippers, will be adjudged unlawful discrimination.

The C., M. & St. P. R. R. has bot the Des Moines, Iowa Falls & Northern R. R. and will immediately build the connection from Austin to Iowa Falls. The saving of hundreds of miles and hours of time between Kansas City and St. Paul over the company's lines will enable it to cut freight rates to a competitive basis.

The channels into harbors on shallow Lake Erie sometimes are found to be filled with sand after a heavy storm. The expensive delays to navigation will end when the government completes the powerful sea-going suction dredger authorized by Congress. The boat will be kept ready at all times to attack these bars that form in a night.

Vessel owners and others identified with the Canadian merchant marine will ask the Dominion government to abolish canal tolls and vessel inspection fees. The Kingston Board of Trade has asked the co-operation of other commercial bodies. It is claimed traffic is being diverted to the waterways of the United States, where no tolls are taken.

The lake firemen, whose wages have always been on a certain level with other sailors, demand not only that their wage be increased but that their pay be higher than that of other workmen of the same grade. The injustice of this to other men is so manifest that the Lake Carriers Asso. could not yield, altho settlement has been made with every other labor interest on the lakes.

The internal revenue tax on grain alcohol used in the arts ought to come off.

THE PURCHASE OF THE

Hess Pneumatic Grain Dryers,

To the exclusion of all other devices by

The Armour Grain Company, Chicago.

Bartlett, Frazier & Company, Chicago.

Chicago Railway Terminal Elevator Company, Chicago.

Chicago Dock Company, Chicago.

The Richardson Company, Chicago.

Chicago Grain Salvage Company, Chicago.

Consolidated Elevator Company, Duluth.

Northern Grain Company, Manitowoc.

Cleveland Grain Company, Cleveland.

Udike Grain Company, Omaha.

Illinois Central R. R. Company, New Orleans.

Texas & Pacific Ry. Company, New Orleans.

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$175,000.00.

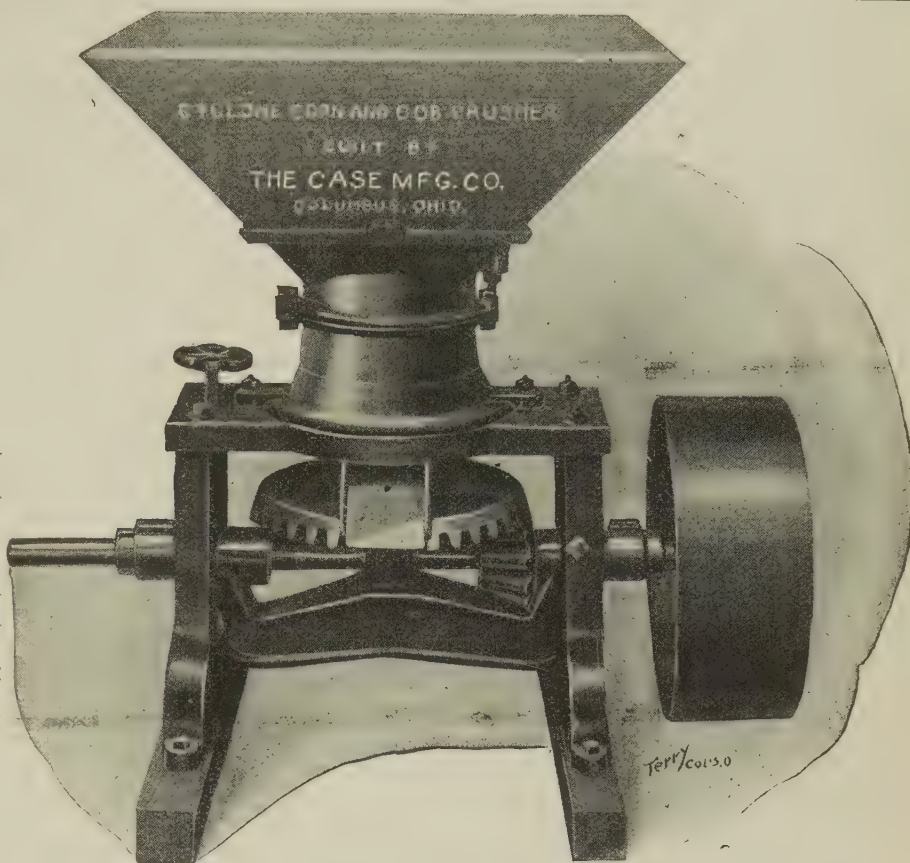
New book describing the drier free.

Hess Warming & Ventilating Co.

707 Tacoma Bldg., Chicago, Ill.

Your Competitors Will

So why not you, be fully equipped to meet the heavy demand for feed and meal. The demand will come and if you are not properly equipped you will lose out on the most profitable business there is.



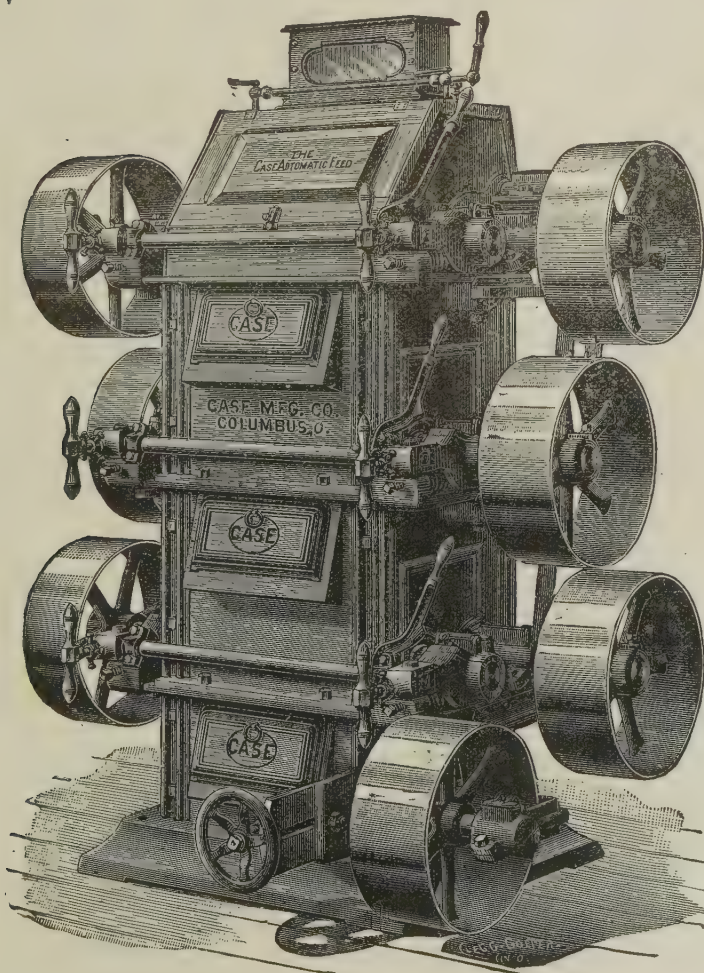
Our Three High Six Roll Mill

is of the latest type, durable and thorough in construction and as a feed and meal grinder has no equal. Hundreds of them in use and not one single complaint against them.

The Cyclone Crusher likewise is in a class distinctly its own. Head and shoulders above all other crushers.

Send for full descriptions and prices before you buy.

THE CASE MFG. CO.
COLUMBUS, OHIO



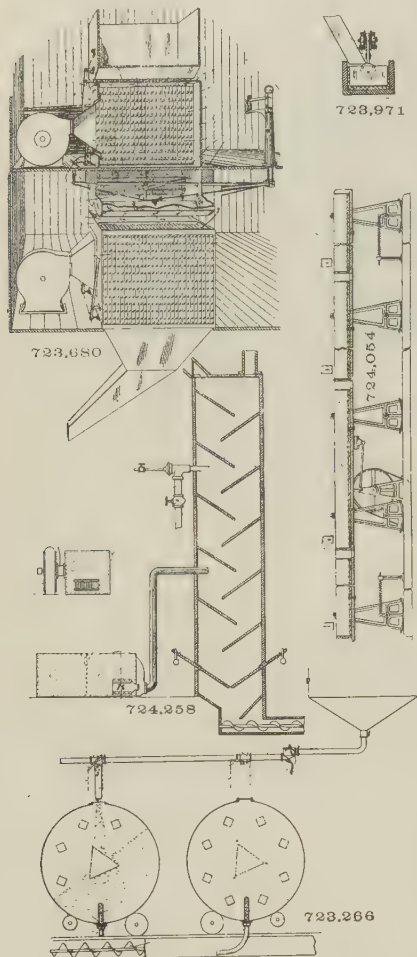
PATENTS GRANTED

Allen H. Dingman, Dehaven, Pa., has been granted letters patent, No. 723,844, on a gas engine.

Jas. Babled, Dallas, Tex., has been granted letters patent, No. 724,239, on a compound gas engine.

Carl W. Weiss, New York, N. Y., has been granted letters patent, No. 723,956, on an explosive engine.

Elihu Thomson, Swampscott, Mass.,



has been granted letters patent, No. 723,505, on an internally fired engine.

Maurice Pivert, New Orleans, La., has been granted letters patent, No. 724,328, on a mixing valve for explosive engines.

Thos. J. Richards, Franklin, Pa., has been granted letters patent, No. 723,487, on a carbureting device for explosive engines.

Theodore C. Menges, Waterloo, Ia., assignor to the Cascaden Mfg. Co., Waterloo, has been granted letters patent, No. 723,540, on an ignitor operating mechanism for explosive engines.

Alfred M. Acklin, Pittsburg, Pa., has been granted letters patent, No. 723,971 (see cut), on a conveyor. An endless chain or rope having flights thereon trav-

els in a trough above which is a guide-way with connections for the flights. The material is fed or forced into the trough by a ram.

Franklin B. Giesler, Milwaukee, Wis., has been granted letters patent, No. 723,256 (see cut), on a malting apparatus. A conduit extending from the steep tank has outlets at intervals over malting drums. A delivery spout is suspended to register with any of the outlets. Surplus water is drawn off thru a strainer and water conductor.

Freidrich H. Schule, Hamburg, Germany, has been granted letters patent, No. 724,054 (see cut), on a reciprocating conveyor. The conveyor trough is supported on a series of vertical rockers, and is given a reciprocating motion by a crank. The saw-toothed slats covering the bottom of the trough are removable in sections and reversible so the material can be made to travel in either direction or to be discharged at any point.

Jos. G. King and John Edwards, Port Arthur, Canada, have been granted letters patent, No. 723,680 (see cut), on a grain drier. A frame having a plurality of openings in each of the sides contains a vertically arranged screen, a succession of slats extending across and fixed to the screen, and obliquely set, and an air chamber adjacent to one side of the frame. The upper and lower series of frames are connected by a casing. Above is a hopper having a closable opening over

the screens. The diminution of moisture is registered by a scale outside the drier.

Harry J. Caldwell and James R. Barr, Earl Park, Ind., have been granted letters patent, No. 724,258 (see cut), on a process of treating grain. This patent is the first to be granted Caldwell & Barr on their new process of purifying grain by which No. 4 and off grade oats can be restored to a condition as bright and sweet as Standard or No. 3 oats, or No. 3 oats can be made as bright and sweet as No. 2. As the grain drops from a series of deflectors, it is subjected first to the spray of steam combined with a cooling medium, and second to a current of comparatively cool fumes from a sulfur burner, entering the tower below the point of moisture supply, together with a stream of cool and drying air.

Mrs. C. J. Murphy, the wife of "Corn" Murphy, died recently at Brussels, Belgium.

Bucket-shops have another prop knocked out from under them by the agreement between the New York and New Orleans Cotton Exchanges with the telegraph companies not to supply quotations to the swindlers.

Imports of beans and peas into the Philippine Islands from the United States during the 10 months ending prior to Nov. 1 amounted to 1,681 bus., compared with 279 bus. for the same period of the preceding year.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.

Insures Mills, Elevators, Warehouses and Contents. Oldest Flour Mill Mutual in America. Saved to Members nearly \$1,000,000.

J. G. SHARP, Secretary, Des Moines, Iowa.

THE GRAIN DEALERS NATIONAL MUTUAL FIRE INSURANCE CO.

GRAIN ELEVATORS ONLY.

Patronage for six months shows over 350 plants, covering over \$1,000,000 at risk. Over \$150,000 assets, with \$1,000 fire loss. If interested, write

C. A. McCOTTER, Sec'y, Indianapolis, Ind.

Reliable Insurance....

On Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

CHARTERED, 1865 ASSETS, \$3,380,676

NET CASH SURPLUS, \$466,595.

W. L. Barnum, Secy.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473.31
Losses Paid..... 718,556.00
Net Cash Surplus, 214,743.50

50% DIVIDENDS 1899
1900
1901

Insures Flour Mills, Grain and Elevators.

INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.

Gross Premium Notes.....\$697,501.33
Surplus to Policy Holders..... 697,351.55
Dividends Paid Policy Holders..... 238,566.84
Cash Assets..... 119,924.77

**MILLS AND ELEVATORS ONLY
PURELY MUTUAL**

A liberal policy issued.
Losses paid when adjusted and NO DISCOUNT demanded. Address,

E. E. PERRY, Secretary.



WORLD'S POULTRY BOOK IN
GREATEST COLORS
SEND 10 CENTS—worth \$100 to any
poultry raiser. Treats on diseases,
cures, scientific feeding, rearing chick-
ens, ducks, geese and turkeys, from
practical experience. It beautifully il-
lustrates land and water fowls. Gives
our formulas of how to feed to make
hens lay 200 eggs a year. Prices quoted
on thoroughbred poultry and eggs.
IOWA POULTRY CO.,
AND BUY OF THE DEPT. 629, Des Moines, Iowa.

"The Special Car Mover"
IS PUTTING IT MILD
"The Special Train Mover"
IT SHOULD BE STYLED



SHIPPED ON TRIAL

Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Sac City, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP

and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

Perfection Grain Drier

Conditions Corn, Oats, etc. References: Babcock & Hopkins, Rensselaer, Ind.; Caldwell, Barr & Co., Earl Park, Ind.; Ross & Ross, Chalmers, Ind.

Tweedale & Harvey

Room 905, 303 Dearborn St., CHICAGO

If You Want to Reach

The Grain Dealers of the Country
Advertise in the Grain Dealers Journal.

A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law suit with it.

The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA, or KENTLAND, IND.

EDWARD HINES, President

L. L. BARTH, Vice-President

C. F. WIEHE, Secretary

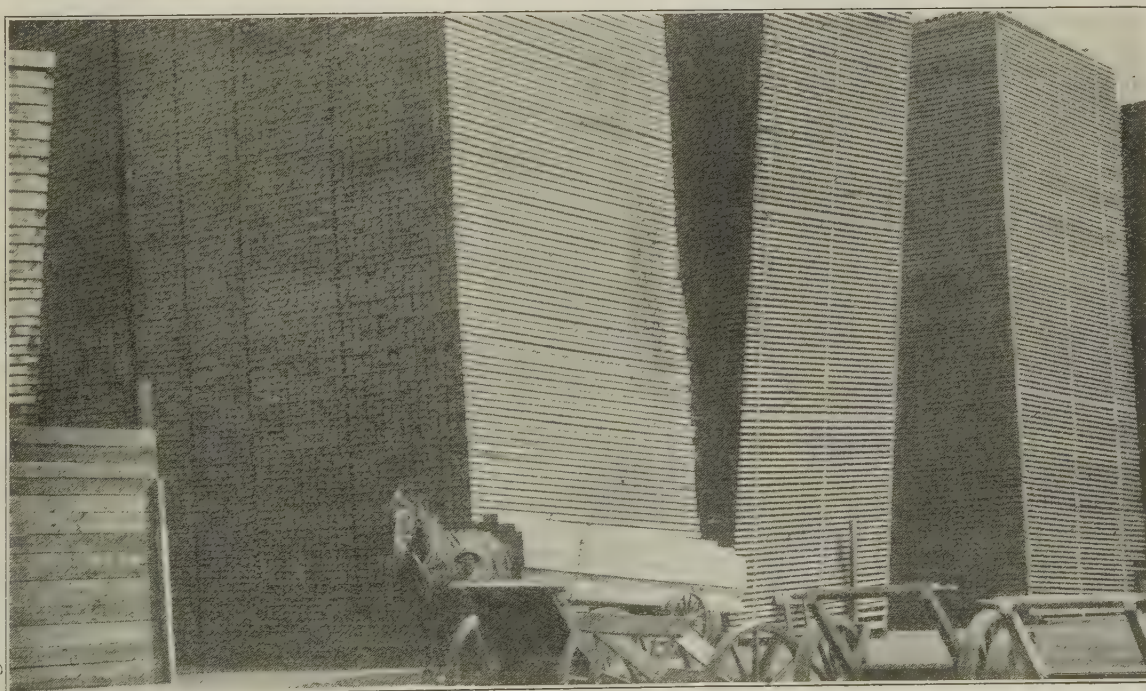
EDWARD HINES LUMBER CO.

Long Distance Telephone
"Canal" No. 349.

CHICAGO, ILLINOIS

Correspondence solicited and
answered same day received.

We conduct the largest lumber yards in the world



Headquarters for anything in the lumber line

The above view should be convincing evidence that we have the stock on hand to supply your wants with. We have 70,000,000 feet of it continually on hand—this, and our most complete equipment for prompt service, at your command. Let us hear from you when in the market.

SUITS AND DECISIONS

Partners are jointly and severally liable for partnership debts. *Wood v. Carter*. Supreme Court of Neb. 93 N. W. 158.

The Osborne Grain Co., Minneapolis, Minn., is defendant in a suit for \$107 damages brot by Frank A. Walters for alleged failure to fill a contract.

Judge Hook in the Federal Court at Kansas City, Mo., has made permanent the injunction granted the Chicago Board of Trade restraining the Christie Grain & Stock Co., an alleged bucket-shop, from using the Board's market quotations.

Though between the drawing and maturity of a bill of exchange the accommodation drawer makes an assignment for the benefit of creditors, notice of protest to him alone is enough. *Moreland v. Cit. Sav. Bank*. Court of Appeals of Ky. 71 S. W. 520.

Where the agent of a telegraph company writes a message on the company's blank, which the sender does not see, sign, or agree to, the stipulations on the back of such blank are not binding on the sender. *Western Union Tel. Co. v. Uvalde Nat. Bank*. Court of Civil Appeals of Texas. 72 S. W. 232.

If the carrier has agreed to carry the goods to their destination, and there deliver them within the prescribed time, he will be held to a strict performance of his contract, and no temporary obstruction, or even absolute impossibility, will be a defense for failure to comply with the agreement. *Hutchison*, Cont. Sec. 317.

Finley, Barrell & Co., commission merchants of Chicago, will appeal from the decision of the Federal Court at Indianapolis, Ind., Mar. 28, in their suit against Arthur C. Newby to recover \$56,000 on account of a transaction in stocks. The court held that the suit should have been brot against the broker who placed the original order for the stock.

The question, in an action against a carrier for injury to goods, whether the loss was proximately caused by the shipper's negligence in loading, is one of fact, which, having been determined on conflicting evidence by the trial and appellate courts, cannot be reviewed by the Supreme Court. *Elgin, J. & E. Ry. Co. v. Bates Mach. Co.* Supreme Court of Illinois. 66 N. E. 326.

Generally, where property cannot be identified or separated so as to be seized in kind, replevin will not lie. But where goods mixed are of the same nature and value, although not capable of an actual separation by identifying each particle, yet if a division can be made of equal value, as in the case of oats, corn, or wheat, either party may claim his aliquot part by this action. *Kaufman v. Schilling*. 58 Mo. 218.

Where a B/L required the consignee to unload the shipment from the company's cars within 48 hours, or pay a demurrage charge, but the right of the company to remove the cars and warehouse the shipment was not complete until 72 hours had expired, and the company removed a car not fully unloaded after the 48 hours had expired, but within the 72-hour period, it was guilty of conversion. *Darlington v. Mo. P. Ry. Co.* Court of Appeals at St. Louis, Mo. 72 S. W. 122.

The Court of Appeals of Texas has decided against the First National Bank of Iowa Park in the suit brot by F. Groos & Co. J. A. Cox gave the bank a chattel mortgage on 7,000 bus. of wheat in his granaries and in the elevator of

W. O. Anderson at Vernon to secure an open account. When the account was not paid the bank authorized Cox to dispose of the wheat at private sale, instead of public outcry, as provided in the mortgage. The court held that by permitting private sale the bank waived its right to take possession and sell the wheat. 72 S. W. 402.

Where a contract between a carrier receiving goods for transportation beyond its lines and the shipper provides that the agreement is between the shipper, the carrier, and the connecting lines, and that no line shall be liable for the negligence of any other, and that the car in which shipment is made may be transferred to all necessary connecting lines, the receiving carrier is not liable for any negligence of other carriers. *Louisville & N. R. Co. v. S. D. Chestnut & Bro.* Court of Appeals of Ky. 72 S. W. 351.

A policy of insurance being a contract for indemnity, an ambiguity in it must be construed in favor of indemnity and against a forfeiture. Provision in a fire policy that if the building, "or any part thereof," fall, except as the result of fire, the insurance shall cease, requires that the fall be of some material or substantial part of the building. Whether such part of the building had fallen would be a question for the jury. *Tomkies & Co. v. Home Mutual Ins. Co.* Court of Civil Appeals of Texas. 71 S. W. 812.

A joint traffic arrangement, by which connecting carriers haul from a point on one road to a point on the other road for less than the first carrier charges from the same point on its road to its terminus, between the points, is not in violation of Ky. St. Sec. 820, making it an offense for a carrier to charge more for hauling for a shorter than for a longer distance "over the same line" in the same direction, the shorter being included in the longer distance. *Commonwealth v. Chesapeake & O. Ry.* Court of Appeals of Ky. 72 S. W. 361.

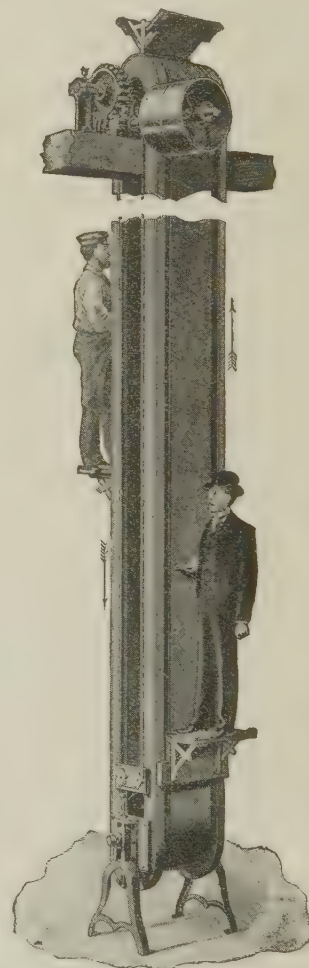
In an action against a railroad company for damages by a fire set by its engines, evidence that the company's engines, shortly before and during the time of the injuries, emitted large quantities of sparks and started many fires in the vicinity of plaintiff's property, and that cinders covered the ground along the track and out beyond the right of way in the vicinity of the premises, is admissible, though the railroad company's servants testified that the engines causing the fire were equipped with suitable appliances, in proper condition. *Ill. Cent. R. Co. v. Scheible*. Court of Appeals of Ky. 72 S. W. 325.

The decision of the lower court in the suit of the Fort Grain Co., of Waco, against the Gulf, Colo. & S. F. R. R. Co., has been reversed by the Court of Civil Appeals of Texas and remanded for a new trial. The original B/L on the shipment of corn as issued to Connor Bros. covered transportation from St. Louis, Mo., to Texarkana, Ark. Evidence showed that the corn was delivered at Texarkana, Tex., and was there rebilled, and a new B/L issued upon which the corn was carried to final destination, Copperas Cove and San Angelo, Tex. The Fort Grain Co. claimed that the shipment was a domestic one, and that the defendant, by charging the interstate rate subjected itself to penalty. The court said: If, when the corn was started, or before it reached Texarkana, it was the purpose and intention that the corn in question should be transported to its final destination—that is, Copperas Cove and San

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Angelo—the transportation would be interstate, and not domestic, although the plaintiff may not have acquired title until after the corn reached Texarkana, Texas. 72 S. W. 419.

Joseph R. Holmes was injured while at work in the Crescent Elevator at Kansas City, Mo., Nov. 1, 1899, in attempting to disconnect the power driving a conveyor. After taking the belt off the pulley he tied it up with a rope to keep it out of the machinery. An exposed set screw on a revolving shaft caught the rope which drew both his hands into the machinery, mashing off the fingers on his right hand. He brot suit against the proprietor, J. O. Bradenbaugh, for \$5,000 damages, alleging failure to provide proper and safe machinery. The 2 friction clutches used to throw the 2 spiral conveyors into connection with the power had gotten out of repair 18 months before

the accident, and has been taken out, and the only means of stopping them was to push the belt off the pulley with a stick. In a decision given Feb. 18, 1903, the court said: The manipulation of no machinery is involved in tying a stationary belt to a railing with a rope. It appears so simple that any one, especially an educated man 29 years old, who had worked in this elevator over two years and had seen this done many times, should be able to do it without any especial trouble or risk. Why the plaintiff met with any injury on this occasion from attempting to do it, he says, he cannot explain and don't know, unless it was that the rope got tangled with the set screw on the revolving shaft. It was the plaintiff's own negligence that caused the accident; or, at any rate, no actionable negligence on the defendant's part has been shown. 72 S. W. 550.

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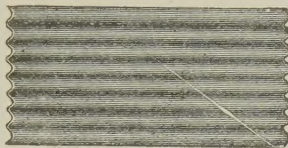
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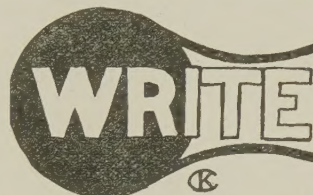


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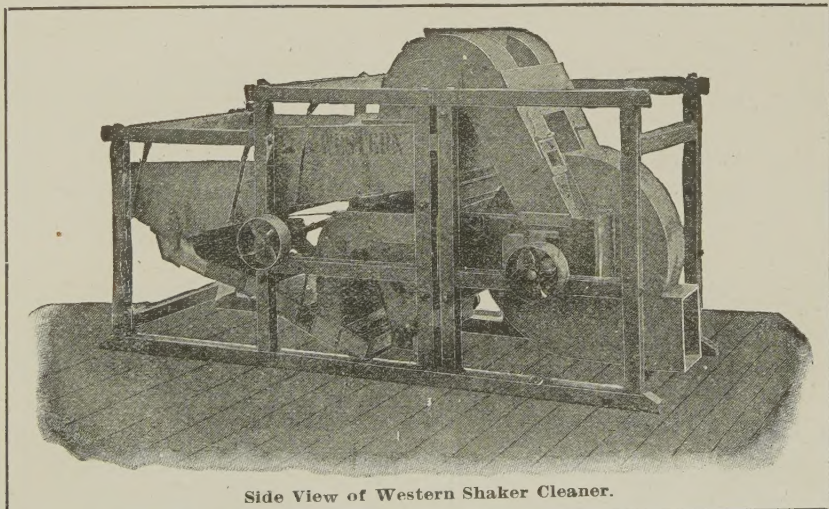
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Hemp exports from the Philippine Islands for the 10 months ending Oct. 31 amounted to 88,124 tons, compared with 103,998 tons for the same period of 1901.

Corn sirup has been masquerading under other names long enough. At the recent annual meeting of the Corn Products Co. it was decided to place on the market a pure article in small packages and advertise it extensively to the public.

Export shipments of grain to Italy henceforth must be inspected by a representative of the Italian consul, under a regulation recently enacted by the Italian government. To stamp out the disease known as pellagra, similar to leprosy, and caused by eating damp grain, the government will exclude damp or deteriorated corn. The fee is paid by the shipper.

Arbitration before the committee of the Vienna Corn Exchange is so highly appreciated that many not connected with the grain trade have had their differences adjusted by the committee. During the year 1902 that tribunal disposed of 2,140 actions. Among the contesting parties were grain merchants, millers, bakers, brewery proprietors, maltsters, oil, spirit and starch manufacturers, landlords, farmers, forwarding agents.

The imports of breadstuffs into the Philippine Islands during the 10 months prior to Nov. 1 amounted to 19,633 bus. of barley, 133 bus. of corn, 4,997 bus. of oats and 71 bus. of wheat; compared with 33,830 bus. of barley, 77 bus. of corn, 6,795 bus. of oats and 33 bus. of wheat, as reported by the War Department. The value of the breadstuffs imported was \$66,595, compared with \$20,563 for the same period of 1901.

Food supply in time of war is a problem the English people find unsolvable. So great a percentage of all the grain, meat and other food consumed by the nation is imported that the storage of a year's supply is impracticable. In the event of war with a combination of powers able to dominate the sea, starvation would come to poor people at once and to rich people as soon as the 2 weeks' usual stock on hand was consumed.

Bulges on wheat will continue to be feeble. That is, unless the crop outlook changes. There are a few crop killers abroad in Europe, but reports on this side continue exceptionally favorable. Hardly necessary to issue our usual spring crop inquiries. Prices are low. There will be some foreign demand. Scarcity of contract grades may give the Chicago May shorts a few congestive chills. Sell on the small bulges. Cover when the bears get too gay.—C. A. King & Co.

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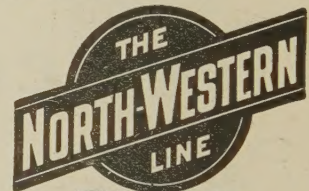
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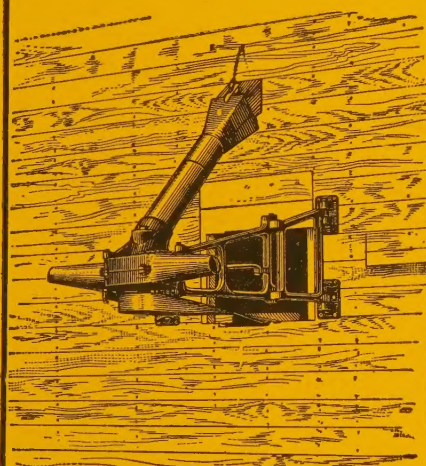
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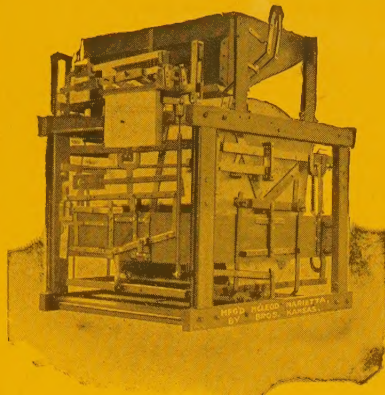


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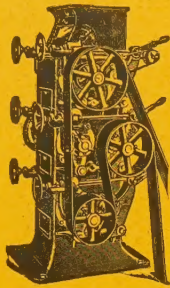
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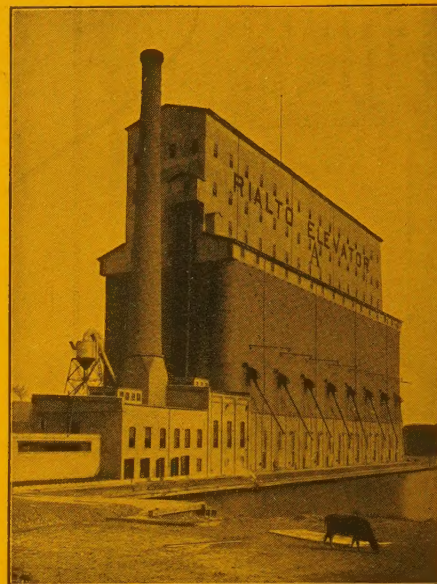


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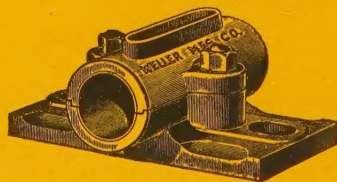
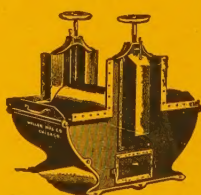
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